WORKSHOP CAPTURE

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB:

LIVING WELL LOCALLY

TUESDAY 16TH NOVEMBER
9.00AM – 12.30PM

LEAD: Peri Zee, Healthy Families Lower Hutt

CO-LAB MATERIAL
Documents and workshop material are available in this folder link:

drive.google.com
Living Locally outputs - Google Drive

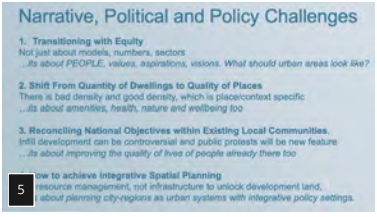
WORKSHOP RECORDING
This session was recorded.
You can access the video here:

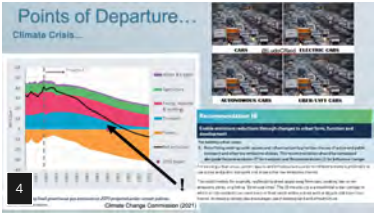
drive.google.com
Live well locally.mp4

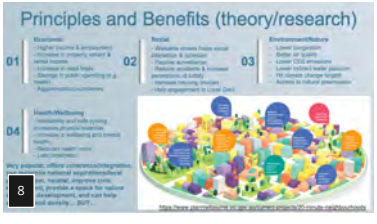
WORKSHOP DIGITAL WHITEBOARDS
Access to all workshop/co-lab Miro boards can be accessed on the follow link *until 30 March 2022*
MIRO BOARD LINK:https://miro.com/app/board/o9J_ljkgGuU=/?invite_link_id=787951954537

PROFESSOR IAIN WHITE
UNIVERSITY OF WAIKATO

PRESENTATION







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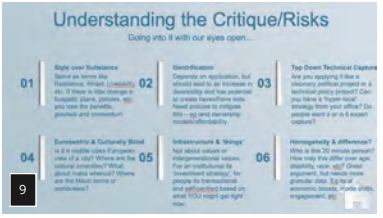

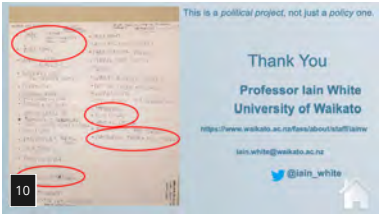

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WORKSHOP CAPTURE

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: LIVING LOCALLY

EXERCISE ONE

REFLECTIONS - GETTING ON THE SAME PAGE

WHAT DOES IT MEAN FOR US?

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LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

MINI CO-LAB: LIVING LOCALLY

EXERCISE ONE

OUR FUTURE STATE

A community led approach to redesigning streets and neighbourhoods that enables more connected communities. Technology allows people to access work and services from within their locality. Neighbourhoods are designed to live, work and thrive. Everyone has equitable transport choices. Public transport integrates with active transport to support car-less travel. The urban environment supports behaviour change.

Community developed from climate hui

20MIN CITY PRINCIPLES (C40)

1. RESIDENTS OF EVERY NEIGHBOURHOOD HAVE EASY ACCESS TO GOODS AND SERVICES, PARTICULARLY GROCERIES, FRESH FOOD AND HEALTHCARE.

2. EVERY NEIGHBOURHOOD HAS A VARIETY OF HOUSING TYPES, OF DIFFERENT SIZES AND LEVELS OF AFFORDABILITY, TO ACCOMMODATE MANY TYPES OF HOUSEHOLDS AND ENABLE MORE PEOPLE TO LIVE CLOSER TO WHERE THEY WORK.

3. RESIDENTS OF EVERY NEIGHBOURHOOD ARE ABLE TO BREATHE CLEAN AIR, FREE OF HARMFUL AIR POLLUTANTS, THERE ARE GREEN SPACES FOR EVERYONE TO ENJOY.

4. MORE PEOPLE CAN WORK CLOSE TO HOME OR REMOTELY, THANKS TO THE PRESENCE OF SMALLER-SCALE OFFICES, RETAIL AND HOSPITALITY, AND CO-WORKING SPACES.

REFLECTIONS - GETTING ON THE SAME PAGE

WHAT DOES IT MEAN FOR US?

#1 EXPLORE

WHAT'S EXCITING? WHERE ARE WE CURIOUS? ANY BURNING QUESTIONS? CONSIDERATIONS?

ACCESS, CONNECTION AND OPPORTUNITY

- People will want to stay local, survive and live well
- Easily accessible by alternative modes - better for health/wellbeing
- Barriers to accessing health - how do we make sure health is within 20 minutes
- Enhanceown health and wellbeing
- Focus on values - what you are bringing into life rather than what you are taking away

PEOPLE NOT THE ECONOMY

- People focused- they are the ones making the change
- A lot of policy doesn't put people at the centre
- Have to win the hearts and minds
- It's not just about function but about things like birdsong as well

CONNECT PEOPLE TO PLACE

- We need to know where we come from
- Make it an enjoyable space- no need to worry about safety
- How can we bring in food culture- rongoā, pataka kai etc?
- Open up spaces in communities where people are wanting to grow that aren't accessible- if we can walk around these natural spaces and bring our whānau they will also improve the general health and wellbeing of our communities as well. Important opportunity here for buy-in
- Ensure connecting to local environment - not only 'in' to urban form but 'out' to nature and whakapapa we have (forest and hills)

TRANSFORMATIONAL SYSTEMS CHANGE

- Change can be seen as a positive or exciting thing
- This idea has potential to shift the dial in the longer term
- This could be key to the development of the HCC Urban Growth Plan
- Opportunity to use as an ordering function - thinking about the city in relation to this
- Lots of data around urban density - lack of planning for green- space and natural environment unless you build it in. Really important for maintaining quality of life.Needs to be seen as a 'system', equalities, good density and success of area needs to reflect quality of public space
- You need Integrators
- Needs to be community driven- also govt push for more dense housing
- Key drivers are health council and heart foundation- these greenspaces are really valuable opportunities from a public health perspective.

REFLECTIONS - GETTING ON THE SAME PAGE

WHAT DOES IT MEAN FOR US?

#2 DEFINE

How might we define a 20min neighbourhood for Lower Hutt or Wainuiomata?

EVERYBODY has access to what they need

- A place where you can access amenities within 20 minute spaces
- Having a choice within the 20 minute community - need options
- Access to schools, healthcare, small businesses. General accessibility and choice
- Designed for low carbon
- Connections to nature in Wainui- public transport and the importance of getting it right
- Amenities and recreational stuff you can access within 20 minutes
- Equitable - don't need to have a bike. Offers for all abilities
- Density provides more viability (more businesses, cafes)
- Locally grown kai

Culture enabled through local infrastructure

- Culture that enables and is enabled
- Celebrate things that make Aotearoa - Aotearoa
- Have been doing a lot of thinking - creates backbone to build on (Wainuiomata Plan)
- People need places they can play musical instruments without bothering others. Caribbean- make noise on street corners
- Also models where you don't separate cars from people where vehicles and people negotiate going past - culture shift
- Infrastructure that encourages/facilitates 'road sharing' mindset
- Everyone going to their local school (creating communities)

Smarter travel

- Reducing overall need to travel - not a daily need to go into city
- Focus on concentrated activity - connected/accessible (walkable/biking)
- Lots of trips aren't made to commute but are short trips, families with kids
- Foot/wheels and access to PT
- Active modes of transport
- Allocated infrastructure for cycling and walking separated from traffic
- Public transport - evidence that lower income suburbs less well served.

Connection to nature

- Where does the neighbourhood start - at Nature
- Local 'walks' - world is starting at your gate
- New urbanism 'garden model'
- Access to nature in your neighbourhood
- Streams and nature
- Natural features and green space within walking/biking distance

Safe and contained spaces

- Places that are for play/recreation, that are 'contained', family friendly, safe for children

WHAT DOES IT MEAN FOR US?

#2 DEFINE

CONTINUED...

DON'T DEFINE LET IT EMERGE

- Geographically, Wainuiomata already has a lot of potential, we might not need to define it
- No set definition- as long as you have everything you need to have a meaningful and good life
- Community voice really important - Wainuiomata will be different from other areas
- Its a journey that people have to go through to create a new way of living
- Ask from a values-focused position.

CONSIDER

- What doesn't exist
- How do you rebalance the unbalance
- Community push back on density
- Community driven (but density is central govt driven)
- Understand the 'unmet' need
- How 'liveable'
- are our disconnections?

REFLECTIONS - GETTING ON THE SAME PAGE

WHAT DOES IT MEAN FOR US?

#3 CONDITIONS

What are the conditions of success when creating 20 minute neighbourhoods?

MAHI TAHI

- Needs to be a deep commitment to co-design with community
- Include people who use the space in the space design
- Public willpower and community buy in
- Partnership is crucial council, govt, business
- Whole of community needs to build strong relationships
- Developers should know about the 20 minute neighbourhood and involved in the design
- Include people who live, plan and learn in these spaces
- Relationships between service providers and community important
- Community relationships are important- accessible for whole whānau, need choices on which modes work for you
- Wainui Marae- papakāinga behind Marae- required a lot of work with several community groups to make it happen. The hardest part will be determining who goes into the papakāinga. We don't want to build another development, we are building a health and social services wrap around. We want to establish a relationship with the residents that will be housed in this space.

BE VISIONARY

- Recognising unmet needs- we need to be visionaries
- Be innovative and don't design on current patterns - but what the un-met need is
- To go forward we need to understand where we come from (taniwha slide in playground
- Intergeneration living can be promoted
- European model- international examples of culture change. Needs to be adapted to an Aotearoa context
- Density, build well with low carbon elements.

COORDINATE AND LEAD WITH A STRONG VISION

- Communities exist within the communities. It's important to identify the right leaders who can do this work on the ground. It's about asking, not telling, especially in a Māori context.
- A strategy to build trust that works for the community- identifying champions that can lead from within rather than leading externally.
- Everything within the environment needs to enable the behaviour you are seeking. You can't just do one or two of the things, you need to do all of them
- You need political will and public will

REFLECTIONS - GETTING ON THE SAME PAGE

WHAT DOES IT MEAN FOR US?

#3 CONDITIONS

CONTINUED...

PLAN TO CONNECT

- GIS modelling on access to PT/timings/usability/ frequency
- Choice of how you get around - walking, PT cycling
- Connectivity - walking tracks, bush

ADDRESSS INEQUITIES

- Co-design with most-disadvantaged
- Unmet need - address gaps
- Be aware of gentrification and unaffordable housing
- Disabled, Elderly, Health, Varying ability - thinking about ALL groups of people and the different barriers and how they exist in this context
- Affordability - bikes, buses (whole whānau)

LOCAL DECISION MAKING

- Starting point - community driven (but might not get answer you want)
- co-designed with whānau, different community groups
- Community buy-in and trust, a relationship that the designing is occurring through
- Can easily get community offside if decisions are made for them
- A deep level of commitment to the community and their notions of success- getting political buy in without top-down management
- Supporting community empowerment
- Designing solutions around what we hear
- Understanding travel behaviours, where they need to go/want to go/ what the 'un-met' travel need
- Pockets of connectivity - (around 10) spread around community (dairy, pub, fish n chip shop
- Maori need to be able to access what they need as Maori
- People need to be able to live the way they want to live

GAPS AND PHASING

- What doesn't exist and what can we work on
- Wainuiomata can be an island - wider context of how get to Lower Hutt
- Make sure - going wide without centralising
- Make sure that wider access outside of 20 mins is also carbon zero
- So focused on Queen St - move away to other places (under resourced, under developed) - Homedale
- Budgets and resourcing.

WORKSHOP CAPTURE

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: LIVING LOCALLY

EXERCISE TWO

IS THERE ENERGY AND MOMENTUM ALREADY WE CAN CONNECT TO?

JOINING THE DOTS IN WAINUIOMATA

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WSP 20min City components

The WSP city components were used to theme and sort participant input. The framework largely aligned with the community feedback that had been received during the *Community Climate Hui* held in Lower Hutt between April - July 2021.

LINK to full WSP report: https://www.wsp.com/en-NZ/insights/the-20-min-city-in-aotearoa

Community

Diverse groups need an equitable voice in the planning process, rather than a one-size-fits-all approach. By 2038, more than 50% of Aotearoa will identify as Māori, Pasifika or Asian, which must be recognised with a hyper-local approach.

Caring

Access to primary healthcare could be assisted by technology. New GP 'apps' where patients can have a video consultation and only go into the practice if necessary, could reduce reliance on travel for minor health issues.

Living

The 20-minute city supports medium density living. Every neighbourhood should have a range of affordable housing types, to enable more people to live closer to where they work.

Supplying

In 2020 New Zealanders spent $5.8Bn online. More logistics hubs and stores could respond to our evolving lifestyle habits.

Learning

The school rush is a major cause for traffic congestion. Coverage of primary schools and kohanga reo within 20-minute walk, at a child's pace, could alleviate road network demand.

Climate Change

More trees, vegetation and green space ease the urban heat-island effect, reduce flood risk and improve biodiversity – while reducing our carbon emissions.

Transport

A 20-minute strategy will reduce unnecessary and unwanted travel and promote a modal shift away from private vehicles.

Working (Locally)

People commuting towards concentrated city hubs are mass producers of pollution. More people could work close to home or remotely, thanks to the presence of smaller scale offices, retail and hospitality, and coworking spaces.

Enjoying (Green spaces)

Walkable and green spaces can support public health. The physical and mental health benefits of active travel, cleaner air, quality green space and stronger community ties are well documented.

Accessibility

In order to be a true solution, the 20-minute city must be built on inclusivity. Figures show those most affected by loneliness include the unemployed, low-income earners, single parents, young people, recent migrants, Māori and disabled people.

Is there energy and momentum already we can connect to?

Joining the dots in Wainuiomata

#4 Sticky Storm: What already exists

Enjoying Green Spaces

- Ōrongorongo Track: Remutaka Forest Park
- Rural land (potential food growing space)
- Access to outdoor play resources, tennis courts
- Stage area outside library
- Basketball hoop area outside library
- Waiu Park Mountain Bike Park
- Wainuiomata has an inequitable provision of access to green space. Suburbs near Waiu MTB park and GWRC Regional Parks are well provided for, others suffer from underinvestment.
- Limited and precious public space in some suburbs....public space creates flexibility
- Wainuiomata has cycle access to the sea via the mountain-bike trails on the hill, and Gracefield road and Seaview. There's even a 1.5 hour walking route from Lees Grove over Lowry Trig to Days Bay or York Bay
- FAMILY FRIENDLY gumloop walking track
- Only dog park in Lower Hutt - and it's awesome
- Opportunities to develop connections to nature through undeveloped reserve land on bush edge.

Climate change

- Coastal recreation and fauna
- Sea shore
- Swimmable river
- Black Creek potential for better connections
- Drainage reserves (weirdly specific but could be useful for connectivity potential)

Transport

- Te hikoi Ararewa Wainuiomata Hill Shared Path
- Trial of Two Wheeled Public Transport - a transport equity mode that provides access to e-bikes
- Established bus routes
- Remutaka cycle trail
- Bikes in schools, food in schools

Living

- Community hub - library, citzen advice, breastfeeding, tihei rangatahi
- Queen street development
- Housing intensification
- Fully fenced under 5 playground
- Love Wainuiomata and the Wainuiomata Development Plan: http://www.huttcity.govt.nz/Your-Council/Projects/wainuiomata-town-centre-framework-and-streetscape-plan

Accessibility

- Wainuiomata has an inequitable provision of access to green space. Suburbs near Waiu MTB park and GWRC Regional Parks are well provided for, others suffer from underinvestment
- small, old playgrounds

Is there energy and momentum already we can connect to?

Joining the dots in Wainuiomata

continued...

Community

- The Marae, which provides a lot of different elements (e.g caring, community, education)
- Strong Māori communities
- Wainuiomata Marae
- Elder support groups / activities
-

Learning

- $20M investment for the high school - unsure about the specifics
- kōhanga reo, primary school, playcentre
- 14 Early Childhood Centres
- Eight schools in Wainui (I've got data from MOE on school movements and attendance)
- Brookfield outdoor education centre
- Waiata, paepae

Community Services

- Pataka kai and māra kai through Kōkiri
- Strong Social service networks
- Best swimming pool in the region
- Strong sports clubs
- Approx 16 places of worship
- Big 8 rugby

Working locally

- 700 businesses
- 3x dentist
- 2xGP
- Pharmacy
- MSD office, Police greater presence going forward
- No café - 1 coffee Wainui community hub and library cart :)

Community Leadership

- The Big 8
- Community hub
- Strong rangatahi mobilisation e.g. smokefree cars
- Strong connectors and leaders
- Community partnerships
-

Supplying

- Tom and Lukes food manufacturing business
- No café - 1 coffee Wainui community hub and library cart :)

WORKSHOP CAPTURE

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: LIVING LOCALLY

EXERCISE THREE

HOW CAN WE GET STARTED?

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HOW CAN WE GET STARTED?

WHAT IS THE LOW HANGING FRUIT?

ESTABLISHED RELATIONSHIPS

- Build on relationships already established
- Use this group to build the relationships
- Identify who can coordinate this group to continue

STARTING POINTS

- We need to have clarity on which design places we are discussing because the low hanging fruit depends on the locality you are designing within
- Emphasis on place-based 'quick wins'
- Go to neighbourhoods - do play streets, placemaking
- Green spaces (play) into all areas of city

EXISTING INITIATIVES

- Collate the initiatives that have been started
- Connecting to existing workshops/initiatives
- Accessibility - Wainui context - Queen street close to social services and accessible as an informal meeting space
- Queen street developments - decks being built for people
- Low hanging fruit - the papakainga is being developed NOW. Let's plant both food gardens, orchards, and a big variety of native trees, especiakly along walkways including the road into the complex.
- Safety (Safe city Ambassadors) lighting
- Co-working space (local and central government space)
- Low key access to nature - within walkable/access to all community

WHERE DO WE START?

ESTABLISHED RELATIONSHIPS

- Understand why the community wants it
- Agree objectives
- Clear concise communications on the 'why'
- Desktop review on 'what do we currently know' (existing engagements/GIS - all available info)
- Find out the UNMET needs
- How will this support Covid
- Find innovative ways for engagement (placemaking/ wayfinding)

STARTING POINTS

- Spatial area - highlight ALL things already underway - TELL A COHESIVE STORY
- Placemaking is community led - Swing on a tree
- Cycleways
- Health initiatives - Big 8, Pataka Kai
- You need community drivers to leverage existing projects and developments
- Need government to start getting real with policy

BUILD THE TEAM

- Identify the people that you need to have on-board early
- Buy-in from mana whenua, acknowledge that Wainuiomata is largely Tauiwi: Māori kaupapa but not mana whenua
- Places of worship and religious groups to connect with Pasifika
- Wainuiomata community board
- Star Olsen
- Amazing youth - get them involved initially
- Mobilise influential leaders (Wainui/Govt/HCC)
- Use champions and navigators
- Weave community stakeholders into the planning

HOW CAN WE GET STARTED?

WHAT ROLE COULD YOUR ORGANISATION PLAY?
HOW COULD YOU PERSONALLY SUPPORT ACTION?

GOVERNANCE	• Multiagency + Diverse Community - like Riverlink
HUTT CITY COUNCIL	• Facilitator of process/ conversation. Council role in leadership and delivery
TENTHS TRUST	• Support the kaupapa and lean on HCC to enable this. Wainuiomata is predominantly Tauiwi
DHB	• Health reform - focused on localities and health
MINISTRY OF TRANSPORT	• Develop guidance for local council on what objectives they need to meet
WAKA KOTAHI	• Innovating Streets
HEALTHY FAMILIES	• Partner with HCC/local led initiatives, Advocate
HELEN CLARK FOUNDATION	• Advocacy for central govt approach (and Local)
WSP	• interested design /implementation
FEDERATED MOUNTAIN CLUBS	• Advocate protection. Hands on local involvement access to nature
RESIDENT SUPPORT	• Conversations/ Social ideas

LOWER HUTT
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RESPONSE

TEAM CAPTURE

NEXT STEPS AND ACTIONS

HCC and Healthy Families to explore

1. Get a governance group together
2. Find out what the community wants
3. Map and circulate what already exists
4. Build local visions with community and existing information

Workshop capture will be circulated to participants and those that were invited to attend before 1 December 2021.

Progress steps will be followed up with HCC, the Community Climate Change Response Lead Group on 30 November and agencies/organises who have indicated they could take a lead role.

WORKSHOP CAPTURE

LOWER HUTT
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CLIMATE CHANGE
RESPONSE

MINI CO-LAB
CLIMATE CHANGE EDUCATION MODULE (PILOT)

FRIDAY 19TH NOVEMBER
9.00AM -12.30PM

LEAD: Open Polytechnic New Zealand
Virginia Horrocks, Climate Change Lead Group

CO-LAB MATERIAL
Documents and workshop material are available in this folder link:
https://drive.google.com/drive/folders/1E6kmBtOQPjNKlqZ5mHOKf0ajlt-SzlDq?usp=sharing

drive.google.com
Climate change education modules output - Google Drive

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MINI CO-LAB: EDUCATION MODULE

EXERCISE ONE

CHALLENGE STATEMENT

What might a series of education modules cover that supports self-directed learning and simple, practical action to help people reduce consumption and their carbon footprint?

LET'S CHAT: QUESTIONS / OBSERVATIONS

- We need to focus on one audience and push into that for this module- what can we do for that?
- We want the most engagement and the most momentum because we will need this pilot as a platform to build upon
- If you are targeting you want the most widespread energy - advocacy around major issues
- Who is going to be the most engaged in online learning in this space?
- When we look at the content and specify what it is for the 1st module, it might become more clear that some subgroups are the target audience
- This is going to be a pilot for a wider thing. What we need to do is understand where we leverage the biggest chances for success.
- What is going to get the most bang for buck?
- The youth need to be educated on what they can do as the leaders of tomorrow, and what they can do to help the community around them and influence change. Young people are also the most accessible if this going to be an online module
- Though the younger generation are the leaders of tomorrow, we need change today- we need to target current business owners and people who are already engaging in unsustainable systems of operation/decision makers
- It's not the small businesses you need to own, its the bigger ones that have had the monopoly over the market- they need to make just transitions
- People making the most emissions- these groups overlap and are most resistant. I'm ok with trying to work with more flexible people to start the process then move onto the big business who are harder to encourage
- Agree small business community (eg how to do a simple carbon footprint? what to focus on, etc)
- Target big business (resources)first home buyer- I'd love to learn more about this as someone who represents the young adult demographic
- Most significant changes have come from community leadership- encourage policymakers and change-makers to change mandates
- Significant policy changes led by community
- Planners won't attend modules, but it is the LH council who makes the decisions that makes action on CC possible
- The people that make the most difference are those in the community. The people that make the biggest difference are local authorities
- HCC doesn't control PT but we work with Metlink to see what we can do
- HCC is partnering and we have had lots of our planners involved in our session in the community. I would say the planners are quite across the CC work because its part of their education and responsibility
- I would argue that youth need it the most and leaders and people of authority are Second as they have more opportunities to learn compared to youth
- Need to understand where the gaps are (eg general public, certain age group are covered via GenLess ads by EECA; primary schools covered by EnviroSchools?)
- If we don't start with youth we are allowing them to fall through the gaps and we have yet another generation unaware and let down

LOWER HUTT
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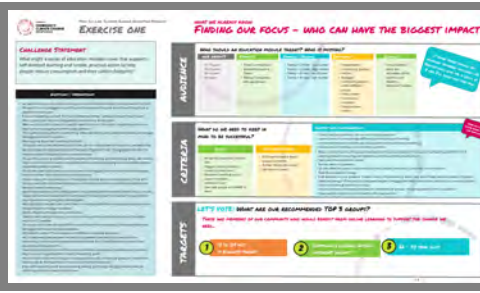
MINI CO-LAB: CLIMATE CHANGE EDUCATION MODCULE

EXERCISE ONE

WHAT DO WE ALREADY KNOW?

FINDING OUR FOCUS – WHO CAN HAVE THE BIGGEST IMPACT?



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What do we already know?

Finding our focus – who can have the biggest impact?

#1 Audience

Who should an education module target?

Who are we missing?

Age groups

- 12-18 years
- 18-25 years
- 26-40 years
- 40+ years

Ethnicity

- Ethnic communities
- Mana Whenua and Tauiwi
- Maraes to educates who age groups

Famnily / Income

- Family + 2-3 kids - low income
- Family + 2-3 kids - high income
- Family + 4+ kids - low income
- Family + 4+ kids - high income

Individuals

- Independents
- Commuting couples
- Retired
- Refugees
- Community leaders within different groups
- Policy makers
- Community educators
- Small business owners

Schools

- School clusters - kahui ako
- Secondary school teachers and students
- Boards of Trustees

I think there should be younger tamariki included. As Brutus said, give me a child at 8 and I'll show you the man

What do we already know?

Finding our focus - who can have the biggest impact?

#2 Criteria

What do we need to keep in mind to be successful?

Goals

- Brings the Lower Hutt context alive
- Engages people positively
- Is easy to understand
- Motivates individual action
- Lowers emissions
- Authentic Voice
- Start with people who WANT to learn

Non-Negotiables

- Participants need a device
- Access to internet
- At least 30mins (at a time)
- Self-driven to learn

These will help us choose where to start our first module

Content and Considerations

- Understand our audience, who we are trying to approach
- content needs to acknowledge different preferred ways of learning
- incorporate multiple mediums (eg visual, audio) to include these preference
- Be clear about individual vs community outcomes
- Make content that is by the people involved and for peopel involved. finding and representing authentic voice
- Learning should be exciting and interesting and should hook people into it
- Social and environmental context
- Not too dense or academic
- 30 mins feels like quite a long stretch for many people, these days. Can we do 10-min chunks?
- Real life examples of change
- It all depends on your purpose. People come to the modules to learn, then what? Make personal change? Organise collective change? If the aim is to empower people to engage with their communities and look at community scaled action vs individual behaviour change.
- Are you thinking of designing modules for individuals or groups ? For group leaders? Who is audience?
- How may this module system fit within other approaches?

#3 Targets

Let's vote! What are our recommended TOP 3 groups?

These are members of our community who would benefit from online learning to support the change we need...

1. 18 to 24 yos is biggest target
2. Community leaders within different groups
3. 26 - 40 year olds

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: CLIMATE CHANGE EDUCATION MODCULE

EXERCISE TWO

TEAM CHALLENGE

FINDING OUR FOCUS – WHO CAN HAVE THE BIGGEST IMPACT?

WORKSHOP DIGITAL WHITEBOARDS
Access to all workshop/co-lab Miro boards can be accessed on the follow link *until 30 March 2022*
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LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

TEAM CHALLENGE

1 18 TO 24 YOS: BIGGEST TARGET

WHAT DO WE NEED?

- Prioritise climate change
- Encourage, support and uplift
- Careful messaging- empowering rather than punitive
- Need to set up infrastructure that enables these daily actions e.g. PT system, community gardens

NZAE RESEARCH – WARY OF INDIVIDUALISING ACTION FOR YOUNG PEOPLE– UNDERSTANDING THE IMPACT OF COLLECTIVE ACTION AND DECISION

WHAT ARE OUR FUTURE AMBITIONS?

- Access to community support and networks- emphasis on collective action
- Moving beyond 'preaching to the choir'
- Emotionally support, wellbeing focus for this demographic as they face climate change
- Enabling rituals that emotionally support and empower 19-24 year olds
- If we are going to target this demographic we need to hammer home being conscious of climate change
- Talk to each other about how you feel about Climate Change
- Supporting younger people to continue the actions they are already taking, normalising behaviour

WHAT ARE POSITIVE, EASY AND EVERYDAY ACTIONS WE CAN DO?

HOW WE MOVE AROUND

- Using Public Transport/micromobility

ENERGY GENERATION + USE

- Is it possible to move from language around individualism to collective well-being and equity?
- People already take action in this age group

REFUSE, REDUCE, REUSE, RECYCLE

- Thrifting instead of buying new clothes
- Growing vegetables in your flat

OUR CONNECTION TO NATURE

- local resilience- go fishing, garden, hunting?
- Get involved with community gardens
- Important to engage with Rangatahi and see how they can support climate goals

LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

TEAM CHALLENGE

2 COMMUNITY LEADERS WITHIN DIFFERENT GROUPS

WHAT DO WE NEED?

- Awareness of what is going on
- Help other parents understand available resources
- Get schools into measuring carbon footprint
- Becomes sources of good factual information of relative impacts of key actions

WHAT ARE OUR FUTURE AMBITIONS?

- Get schools to be discussing NZCER research
- NZCER research on what schools could focus on
- Influence NZSTA as a lobbying body
- Influence school boards to support emissions reduction
- Influence boards to come back to MoE as a concerned group
- Join national coalition Fossil Free Schools Coalition
- Make noise politically to support climate change action

WHAT ARE POSITIVE, EASY AND EVERYDAY ACTIONS WE CAN DO?

HOW WE MOVE AROUND

- Support a walking bus
- Start a cycling bus
- Walk your kids to school
- Encourage schools to work with Council to make active transport safer

ENERGY GENERATION + USE

- Influence schools to go solar

REFUSE, REDUCE, REUSE, RECYCLE

- No waste lunchboxes
- School and home composts

OUR CONNECTION TO NATURE

- Support regeneration of biodiversity in school environment
- Develop relationship with natural cycles

LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

TEAM CHALLENGE

2 26 - 40 YEAR OLDS

WHAT DO WE NEED?

- Whats In It For Me and Us WIIFM (AND ask WIIFU - US
- Planning ahead
- Join a group (if your in one - join another one)
- Home buying and the 'REAL' costs
- Understand simple carbon footprint
- Understanding the environmental impact as parent
- Make it FUN
- Gen-Less tips and tricks
- Understanding how 'savings' are made over the lifecycle of products/home
- Get your Kids involved

WHAT ARE OUR FUTUTE AMBITIONS?

- Shared community assets
- Carbon footprint and daily calculator (allowance)

WHAT ARE POSITIVE, EASY AND EVERYDAY ACTIONS WE CAN DO?

HOW WE MOVE AROUND

- Community EV
- Buying first home - consider distance from Public Transport, shops
- Consider location of homes to walk/bike/get around

ENERGY GENERATION + USE

- Access to high quality and affordable food
- Community Solar
- Generation of own energy and understanding of impact
- Understanding the 'star' rating on homes and planet impact
- Live Plastic free

REFUSE, REDUCE, REUSE, RECYCLE

OUR CONNECTION TO NATURE

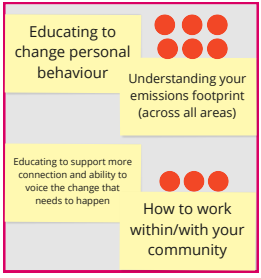
Exercise Three

Team Vote

What can we take forward?

For a pilot...

Our 1st module topic



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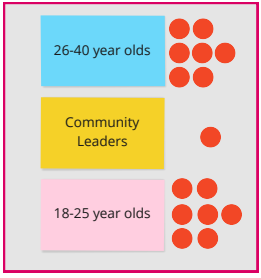
Our target audience



Comments

- Liam: Its easier to create content where we are talking about actions and small steps, over creating a module to emotionally support rangatahi from an online education design perspective
- We are obviously not experts in this area but this is a realistic practicality
- Dido: I think they need both. They support and embrace each other
- Youth and Māori are the experts in the room
- I reckon here we can suss the low hanging fruit in the first proof of concept module and as we gather resourcing, we can focus on these different audiences
- Must have embedded context within content

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: CLIMATE CHANGE EDUCATION MODCULE

EXERCISE THREE

TEAM CHALLENGE

DESIGNING A LEARNING MODULE

CHALLENGE STATEMENT

How might we design a learn module that targets
26-40 year olds and helps them to
'*Understand your personal emissions footprint*'
and how they can take action
to help make a difference

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LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

TEAM CHALLENGE

A

WHAT MAKES THIS COOL?

POSITIVE VISION

- Having a positive vision and shared values
- Online community? Motivators, inter-responsibility
- Hearing from action instigators of change/leaders, local heros
- Local celebrities- e,g. standup comedian, lives locally but nationally known
- Voices that you respect and connect with - depends on who you are
- Interaction with other learners and humans online
- Diversity- seeing different perspectives outside of your own

VISUAL DESIGN

- Really good music playing in the background
- Visuals- cool artists involved in the online visual design
- Accessibility- ensuring there are tools for multiple learning styles
- FUN
- Quick - can get a visual idea with the option to go deeper and learn more
- Interactives- stories, games, engagement
- Slick interaction- can play with online tools

CONTENT DELIVERY

- Storytelling
- Hearing from experts- youth, mana whenua
- knowing that our contribution will make a difference
- Joining the journey: Find where I was starting from and starting from there- orient my context in the wider context
- Education element- learning
- Online wayfinding
- Seeing where different options take me-
- What does my journey look like? What would I like to learn?

PART OF A BIG LEARNING CYCLE

- Parallel to a larger physical strategy
- Could support a physical/in-person education experience
- Form part of a bigger strategy, link up with larger strategies that already exist
- Consider accessibility and the role that a digital experience plays in that for different demographics
- Sometimes online isn't the best way to learn
- Relationship building is a key priority

LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

TEAM CHALLENGE

B

WHAT DO WE NEED PEOPLE TO KNOW?

IT MUST BE DONE

- See the reason for the change
- Show the collective impact and how your contribution contributes to something bigger
- Bigger picture vs immediate convenience
- Expand people's view on the topic - policies, business practices
- Understanding the environmental impact as parent

IT CAN BE DONE

- If you put the effort in you will see change. - most change is good change
- Be clear about what I need to do
- Show an easy pathway
- Coffee cups example & example of ants all working together
- 'Paper clip' project or coffee cup
- How you can save money
- Calculate your carbon footprint
- Examples of $ savings, emission savings, health benefits
- Led by tangata whenua and involving Pasifika youth

LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

TEAM CHALLENGE

C

How can we showcase Lower Hutt as a classroom?

Reuse and Reduce

- REMAKERY Teaching people to make things
- REMAKERY Diverse communities repurpose, reuse, involvement with community gardens and kai
- Remakery reusing textiles they repurpose and education on waste minimisation
- Sandy Beecroft amazing person around recycling and plastics (pam)

Natural World

- INFORMATION BOARDS ON BIODIVERSITY Central location with different native trees identified near Riverlink
- NATURE WALKS Sally Bain - take you on walks and show you things you have never seen
- Bringing nature to life and ecosystems
- Out with conservation and predator free groups - Wainuiomata Kids greening Taupo Pam)
- NATURE WALKS to introduce our people to our brothers and sisters - sea shore and bush

Waste

- Petone foreshore with groups that are cleaning up: microplastics that show the impact of what are using, experiencing marine reserves, snorkling and getting under water. PAM has the connections
- Waste: flight plastics
- Silverstream landfill
- The marine is where all the s**t ends up
- Sustainable coastlines -lodge waste on an app so we see what is getting washed up

Inspiration

- Cafes that are being run sustainably - business examples that you could apply to your own life
- Resene recycle paints
- GNS research on energy
- Energy: Seaview creators of electric ferry
- Rubber clips on recycle bins made in LH (keeps stuff out of the ocean)
- Transition town group - community connection model - talk about growing veges as a community
- Retro-suburbia (Pam has a publication)

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

PULLING IT TOGETHER

TOPIC /TIME

Transport

- 2-3 hours online
- Lifeling offline

AUDIENCE

25-40 years old

- Living in Lower Hutt
- Potentially have family to influence
- Already interested in this topic so will take it up readily
- Influencer - will share excitement at learning
- Wants to make change but doesn't know how

WHO IS ON THE TEAM?

LEAD / CO-ORDINATOR

- Ginny
- Sorcha
- Open Polytech - Resourcing coordination

CONTRIBUTORS

- Almost all attendees - Lily and Michell were a bit overloaded currently
- Use Youth Voice' as a guiding voice

TEAM CAPTURE

NEXT STEPS AND ACTIONS

Virginia Horrocks & Sorcha Carr, Climate Change Lead Group

1. Ginny and Sorcha meet with Open Polytech to develop a plan
2. Reconvene interested members of the CoLab to agree on the objectives, themes and content
3. Identify 'stars' and subject matter experts

Workshop capture will be circulated to participants and those that were invited to attend before 1 December 2021.

Progress steps will be followed up with HCC, the Community Climate Change Response Lead Group on 30 November and agencies/organises who have indicated they could take a lead role.

WORKSHOP CAPTURE

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

Mini co-lab

Reducing Car Use

Wednesday 17th November
9.00am -12.30pm

LEAD: Bruce Anderson & Virginia Horrocks, Climate Change Lead Group

CO-LAB MATERIAL
Documents and workshop material are available in this folder link:
https://drive.google.com/drive/folders/1CmjnXpWveLsFQHjyfFcP0ht1ZJjPSN77

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PRESENTATION

Bruce Anderson
Virginia Horrocks
Climate Change Lead Group

Reducing our car print

1

Barriers to change

What the community has told us

2

Alternatives:

There are limited alternative transport options such as park and ride and little use of alternative transport options such as car-share and ride-share.

3

Disincentives to change:

Private cars are made more attractive and more convenient than other options by low-cost parking and people's easy access to using them.

4

Behaviour:

The majority of commuters drive vehicles with just one occupant, contributing to congestion and carbon emissions.

5

Car - centric culture

* We are deluged with advertising, particularly of high emission vehicles
* Entrenched driving habits
* A strong sense of 'entitlement' to private car use and parking, leading to people driving short distances and preferencing car use over alternative ways of moving around.

6

Invisibility of impact and true cost of cars

People are not aware of the true costs of personal car use in relation to other forms of transport

Cost of public transport is visible – we pay every time we use it

BUT we don't compare it to the real cost of owning a car (purchase, petrol, insurance, maintenance, registrations, parking)

AND we don't see the cost of cars to our health and the environment (pollution including carbon footprints, health damage from emissions, particularly diesel, time lost through overloaded roads)

7

Imagination space – potential levers

Provide:
- Fund/invest
- Sell/charge
- Gift
- Lend/share

Regulate:
- Incentivise/rewards/nudge
- Threaten/punish

Persuade:
- Encourage
- Discourage

Inform:
- Educate
- Model
- Share

Collaborate

8

LEVERS	Local govt	Business	Community NGO	Comm grps
Provide: Fund/Invest	Park and ride			
Provide: Sell/Charge	Congestion charge/high parking charge			
Provide: Gift		Flexible work days		
Provide: Lend/share				Rideshare/carpool
Regulate: Incentivise				
Regulate: Threaten	Carless days?			
Collaborate				
Persuade: Encourage	Civic awards	Work from home/ digital workspaces		
Persuade: Discourage	Reduced car parking spaces			
Inform: Educate			Car use/costs/info /apps	
Inform: Model				
Inform: Share				

LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

MINI CO-LAB: REDUCED CAR USE

EXERCISE ONE

CHALLENGE STATEMENT

How do we engage with our local communities to build awareness around climate impacts of personal car use, in order to shift people's personal car travel from single occupancy, single purpose and short trips.

KEY STATISTICS

APPROX
112,000
CITY POPULATION

OVER
90,000
VEHICLES REGISTERED IN HUTT CITY

ESTIMATED
150,000
SINGLE JOURNEYS PER DAY

TRAVEL INSIGHTS + CONSTRAINTS

- Low PT use within City reflects the system does not work well for these journeys
- The bus network does not provide good coverage in high freqency/priority areas
- Rail doesn't link Hutt residential to main employment areas in Hutt region
- Hutt has more cyclists and pedestrians injured relative to other cities

Lower Hutt has high car use for internal journeys

TRAVEL WITHIN LH

33%

Go to Hutt City employment areas (Hutt Central, Petone, Gracefield)

MORNING PEAK TRIPS

57%

Destined for places within Hutt City

30%

of employees commute to Wellington

WHAT HAVE WE HEARD?

ALTERNATIVE TRANSPORT OPTIONS

- There are limited alternative transport options such as, park and ride and little use of alternative transport options such as, car-share and ride-share options.

DISINCENTIVES TO CHANGE

- Private cars are made more attractive and more convenient than other options by low-cost parking, easy accessibility.

BEHAVIOUR AND MINDSETS

- We have a car-centric culture with entrenched driving habits and a strong sense of 'entitlement' in private car use and parking, leading to people driving short distances and preferencing car use over alternative ways of moving around.
- The majority of commuters drive vehicles with just one occupant, contributing to congestion and carbon emissions.

BEHAVIOUR CHANGE

- Separation of capital (car purchase) and operating (petrol, and maintenance) costs, and non-recognition of externalised costs (pollution including carbon footprints, health impacts, time loss through overloaded roads) in such a way that people are not aware of the true costs of personal car use, or their relative costs to other modes of transport.

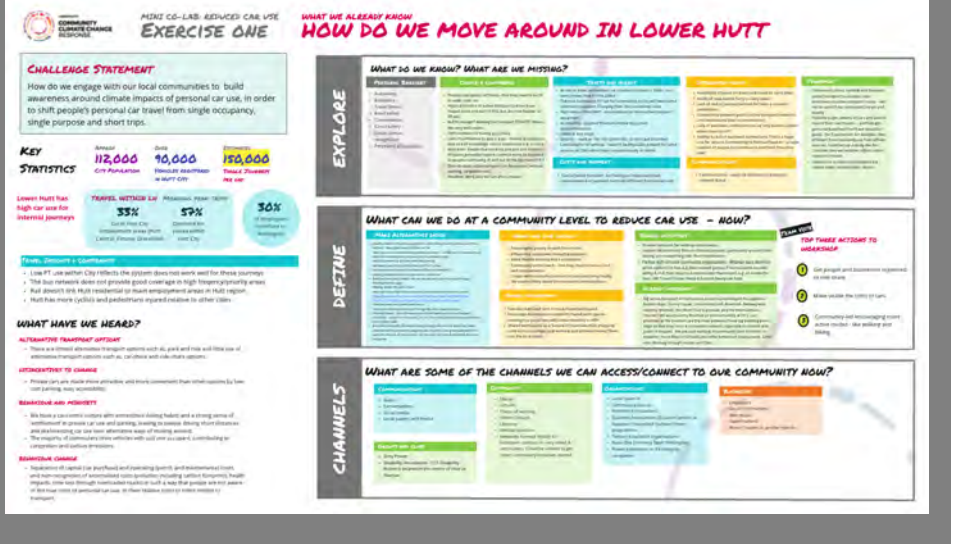
LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: REDUCING CAR USE

EXERCISE ONE

WHAT DO WE ALREADY KNOW?

HOW DO WE MOVE AROUND IN LOWER HUTT



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What do we already know?

How do we move around in Lower Hutt

#1 Explore

What do we know?

What are we missing?

Personal Barriers

- Autonomy
- Reliability
- Travel times
- Road safety
- Convenience
- Covid safety
- Social status/ recognition
- Perceived affordability

Choice + confidence

- Peoples perception of fitness- that they need to be fit to walk, cycle, etc
- Physical barriers of active transport (e-bikes have helped solve one part of this, but are now heavier to lift etc)
- Not fit enough? Walking for transport CREATES fitness, the very best means
- shift workers not having any choice
- Lack of confidence to give it a go - related to safety but also lack of knowledge, skill or experience e.g. to cycle
- Busy lives. People that are busy going to and from lots of places generally require a vehicle more as opposed to people commuting in and out of the city mon-fri 9-5
- Door-to-door active transport can be quicker (without parking, congestion etc)
- Weather- wind, rain etc can affect choices

Transport

- Convenient, direct, reliable and frequent public transport to all areas. And directness of active transport routes - will not be used if not convenient, direct and quality
- Possible to get owners of cars and utes to record their own travels ... perhaps get personal baselines then have reduction goals.. the 5 percenters for example. Very different from recording use from official sources. Could set up a study like this.
- Consider how wet weather affects other transport modes
- Options for isolated communities e.g. Stokes Valley, Western Hills, Wainuiomata

Communications

- Be easily informed of transport network status

Integrated Modes

- Availability of space on trains and buses to carry bikes
- Ability of new electric ferry to carry bikes?
- Lack of end of journey facilities for bikes e scooters pedestrians
- Connectivity between public /active transport networks and destinations (ties to convenience)
- Lack of east-west connections so car only realistic option when there isn't PT
- Adding to lack of east-west connections. This is a huge one for anyone commenting to Porirua/Tawa etc - a large number of people do commute to and from “the other side"

Safety and Access

- Access to bikes and helmets, or scooters/e-scooters. Skills - not every knows how to ride a bike
- The new community EV van for commuting to City will need some community support. Charging from the community solar
- High rates of bike theft - secure places to store active transport equipment
- Accessibility- disabled freedom limited by current system/networks
- Safety at bus stops
- Security - need an "AA" for cyclists etc. so don't get stranded
- Centralisation of services - need to be physically present for some services at CBD rather than complete locally or online

Costs + Payment

- Cost of PT - not having an integrated ticket
- Inconvenience of payment methods (different from actual cost)

At a community level...

What can we do to reduce car use - now?

Team Vote

#2 DEFINE

Top three actions to workshop

1. Get people and businesses organised to ride share
2. Make visible the costs of cars
3. Community-led encouraging more active modes - like walking and biking

Work and live locally

- Encouraging people to work from home
- Influencing employees through employers
- Make flexible working more acceptable
- Community within reach - One stop shop to reduce cost and inconvenience
- Create within suburbs (connect to hubs and living locally)
- We need to think about the non-work commute issue

Shared Workspace

- Take bus barn and turn it into a shared workspace
- Encourage businesses to establish shared work spaces- working in a social hub with similar benefits to WFH
- Shared workspaces as a feature of local/suburban shopping centres to encourage local working and enhance money flows into the local shops

School Activities

- Provide raincoats for walking school buses
- Support local schools' Bikes in Schools projects, particularly around fund-raising, also supporting bike fleet maintenance
- Partner with schools/ community organsiations - Whānau days: with fun, active options for kids e.g. bike/scooter games, Parents/adults see kids' ability & skill, then may try a bike/scooter themselves, e.g. an e-bike (for free). GW Travel Choice/ Pedal & Scooter Ready can help.

Make Alternatives easier

- Healthy Families free-ride programme - bike fixing mobility station and free helmets. Given away 60 bikes so far
- Safe, secure and covered bike parking on-street - in CBD and in community. E-bikes are valuable and too heavy to lift up/down steps.
- local businesses to provide safe bike parking
- Remakery similar bike stuff to Porirua
- Increase active transport on demand (lime scooters etc)
- Getting people/business organised to 'ride share'
- Build personal and shared info on nature and cost of car tips through developing new apps
- Making visible the cost of cars
- New ride-share site links commuters and drivers with seats to spare (https://www.stuff.co.nz/environment/climate-news/126988309/new-rideshare-site-links-commuters-and-drivers-with-seats-to-spare
- Free bus services outside peak hours
- Use social media to share - i.e. extra car capacity
- Potential levers - bus schedules are critical! Need much more frequent schedules - every 15-10min , or 5-10 in cities, more drivers and smaller buses
- Bounded rationality. Behavioural psychology tells us that what may seem irrational will be rational in peoples own situation. Can give examples from personal finance. In this context, car use may be more @rational@ than we recognise.

Already Underway

Big active transport infrastructure projects underway/in the pipeline - Eastern Bays, Te Ara Tupua, Cross Valley Link, RiverLink. Beltway was recently finished, Hutt River Trail is popular and the Wainuiomata Shared Path was recently finished. In micro-mobility at HCC our priorities at the moment are the links between these big building block ways so that they form a connected network, especially to schools and public transport. We are also working in community bike schemes, to establish more Bikes in Schools and other behaviour change work. Links onto Beltway through Avalon and Taita.

#3 Channels

What are some of the channels we can access/connect to our community now?

Communications

- Radio
- Conversations
- Social media
- Local papers and media

Groups and clubs

- Grey Power
- Disability Association - CCS Disability Action is located in the centre of Hutt at Naenae.

Businesses

- Employers
- Local food markets
- Bike shops
- Supermarkets
- Motor Traders to profile hybrids

Organisations

- Local councils
- Community boards
- Resident Associations
- Business Associations (location specific ie Seaview / Gracefield /Jackson Street programme
- Tertiary Education organisations
- Nuku Ora (formerly Sport Wellington)
- Power generation or EV charging companies

Community

- Marae
- Schools
- Places of worship
- Parent Groups
- Libraries
- Medical practices
- Networks formed initially for lockdown- contacts in very street & across bays. Could be utilised to get street community initiatives started

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: REDUCING CAR USE

EXERCISE TWO

LIGHTNING DEMO

THINK OUT OF THE BOX

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EXERCISE TWO

THINK OUT OF THE BOX

LIGHTNING DEMO

WHO'S DONE IT?

SHARING AN IDEA	THREE REASONS YOU LIKE IT
QuitStrong Campaign	• Practical, positive, shows community how and why • Educational videos that were used • Marae based and Pasifika churches
Community initiatives that have a smaller scope	• Has a higher impact on a smaller group of people- Targeted engagement through pilot • Leverages existing aspects of area/community. Schools, workplaces - create a crowd
Opportunity cost- there are benefits to active transport that arent financial. *(app- monitor current vehicle)*	• Climate cost • Existing apps that you can tap into to pull data from • Makes invisible cost visible and transparent. could use to measure saving cost by walking and taking active modes
Make it Real: It cost you how much? At destinations- series of case study examples for display-'cost you how much'	• Informs of the carbon footprint you travelled to get there for private vs active transport modes • Easy to implement - signs in shop etc • 'Low tech'- 15 minute journey campaign Door to door journey time
Race to Wellington CBD on different modes	• Makes it real • Practical example of the benefits of alternative modes • **GWRC + Metlink already do an Amazing Race, have done it for a number of years.* • Looks like it was last done in 2017. http://www.citysafari.org.nz/
Having better info for the community- integrated booking system for rideshare, pt, EBikes/bike hire	• Integrated software could calculate total emissions saved • Gives the community choices • Encourages us to think about how we can reach hard to reach communities
Create easy to access cycle routes - waypoint signs	• Relatively easy to implement • Target focus groups- proposed routes for community feedback
Community buy-in around reducing car usage	• Similar to getting buy-in around vaccinations • Involves reaching out to communities and establishing trust- building safety and encouraging behaviour shift • Utilises existing community networks. Marae based and Pasifika churches
Dashboard app to tell the real time and cost of running car- like a taxi meter. *(Could integrate evaluation and expenses into 1 measure)*	• Good way to give transparency • Gives a means of measuring other modes against. Reward connected
Carpooling to major destinations e.g. workplaces and events *(Hutt Hospital, Weltec, Gracefield)* Work with Collective buy-in (learn from COVID)	• Can help address limited PT services- moves more people in less vehicles over peak hours • Opportunity for buis and employers to reward their staff- offering preferential parking • really tangible action people can take to reduce emissions. opportunity to make a community initiativereally tangible action people can take to reduce emissions. opportunity to make a community initiative
Kilometre bank	• Personal targets • Personal kilometre reduction goal setting Work with CCDHB

Exercise two

THINK OUT OF THE BOX

LIGHTNING DEMO

Sharing an Idea	Three reasons you like it
Individualistic culture change- move toward collective culture thinking	• Ride share applications support collective thinking/consideration • Encourages a collective way of moving together • Important to be able to 'see' who you will be sharing a car with - eg. neighbour • **Vetting - to address concern around open car share personal safety*
Electronic signs on key car routes showing how many cars went over that route each day	• Consider alternatives - biking and time involved? • Chris: remember: You are not in a Traffic Jam, you ARE the Traffic Jam!" • Data relevant to the community, provided by Metlin,k, GWRC data services, doesn't require a device
Walk - fitbit to measure distances walked to directly compare to kms travelled in a car- competitive comparison app	• Incentivises through prizes and positives e.g. emissions savings
Mini EV buses on demand	
Carless Day	

WHAT ABOUT... Making parking costs visible too?

GROUP VOTE: WHAT SHOULD WE WORK ON?

1. ORGANISE PEOPLE INTO 'RIDE SHARE'
2. MAKING VISIBLE THE COST OF CARS
3. ENCOURAGING MORE ACTIVE MODES – WALKING AND BIKING

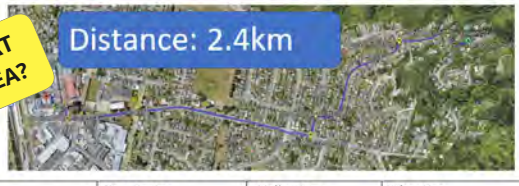
WHAT IF: Communities may not design apps themselves but can partner with existing apps that councils are working on

WHAT IF: I like the idea of extending people's awareness of a carbon budget to include an annual kilometres-to-travel budget; it goes down at a rate-per-energy-intensive-mode, and up with an active mode...

IT COST YOU HOW MUCH TO GET HERE?

Your Home to Hilary Court, Naenae

LOOK - AT THIS IDEA?



Time:	Car: 5mins	Walk: 30m	Bike: 7m
Pollution:	xxCO2e	-	-
Cost to you:	$gas	$0	$0
Costs to us:	$roads/parking/etc...		
Benefits to you:	quick	Connect, fitness, etc	Connect, fitness, etc

Serious fun: try "carbon budgetting" non-essential driving.
Say 100km/week for an individual. Count half km if you give someone a ride, 1/3 if you take two people! "Save" budget for longer trips, ask for a ride when "broke" or use active transport! Even 100km/week in a petrol car emits about 1.3 tonnes CO2e/year. That's half a person's whole planetary budget gone just for fun.

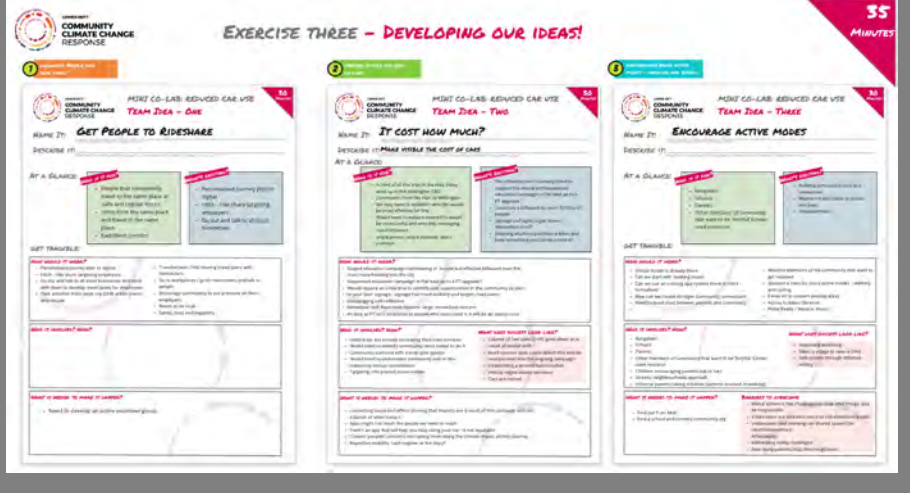
LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: REDUCING CAR USE

EXERCISE THREE

TEAM CHALLENGES

EXPLORING IDEAS TO REDUCE CAR USE



WORKSHOP DIGITAL WHITEBOARDS

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LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

MINI CO-LAB: REDUCED CAR USE

TEAM IDEA - ONE

30 MINUTES

NAME IT: GET PEOPLE TO RIDESHARE

Grab our attention and tell us what your idea is

DESCRIBE IT:

What does it do and how will it encourage our communities and residents to reduce their car use?

AT A GLANCE:

WHO IS IT FOR?

- People that consistently travel to the same place at 'safe and regular hours'
- come from the same place and travel to the same place
- East/West corridor

WHAT'S EXCITING?

- Personalised journey plan or digital
- Hitch - ride share targeting employers
- Go out and talk to all sized businesses

GET TANGIBLE:

HOW WOULD IT WORK?

- Personalised journey plan or digital
- Hitch - ride share targeting employers
- Go out and talk to all sized businesses and work with them to develop travel plans for employees
- Take activities from large org (DHB action plans) and rescale
- Transferrable: DHB sharing travel plans with contractors
- Go to workplaces / go to mainstreets and talk to people
- Encourage community to put pressure on their employers
- Needs to be local
- Safety, trust and regularity

WHO IS INVOLVED? HOW?

WHAT IS NEEDED TO MAKE IT HAPPEN?

- Need to develop an active volunteer group

1 ORGANISE PEOPLE INTO 'RIDE SHARE'

LOWER HUTT COMMUNITY CLIMATE CHANGE RESPONSE

MINI CO-LAB: REDUCED CAR USE

TEAM IDEA - TWO

30 MINUTES

NAME IT: IT COST HOW MUCH?

Grab our attention and tell us what your idea is

DESCRIBE IT: MAKE VISIBLE THE COST OF CARS

What does it do and how will it encourage our communities and residents to reduce their car use?

AT A GLANCE:

WHO IS IT FOR?

- A third of all the trips in the Hutt Valley wind up in the Wellington CBD
- Commuters from the Hutt to Wellington
- We may need to establish who this would be most effective for first
- Would need to explore where this would be most useful and who this messaging could influence
- single person, single purpose, short journeys

WHAT'S EXCITING?

- The infrastructure is already there to support the modal shiftSequenced education campaign in the lead up to a PT upgrade
- Could use a billboard to reach 10'000s of people
- Signage and signs to get 'make alternatives cool'?
- Enabling adults to purchase e-bikes and have something you can be proud of

HOW WOULD IT WORK?

- Staged education campaign culminating in simple but effective billboard near the train route heading into the city
- Sequenced education campaign in the lead up to a PT upgrade?
- Would require an initial trial to identify best opportunities in the community to pilot
- In your face' signage - signage has more visibility and targets road users
- Encouraging self-reflection
- Behaviour shift from mild concern- large, immediate concern
- As long as PT isn't accessible to people who most need it, it will be an equity issue

WHO IS INVOLVED? HOW?

- Metlink etc are already increasing their train services
- Would need to identify community most suited to do it
- Community partners with a local govt agency
- Would need to understand community role in this- leadership versus consultation
- Targeting info around active modes

WHAT DOES SUCCESS LOOK LIKE?

- Volume of fuel sales in HV goes down as a result of modal shift
- Road counter data could reflect this and be incorporated into the ongoing campaign
- Establishing a second hand market
- Vehicle registrations decrease
- Cars are retired

WHAT IS NEEDED TO MAKE IT HAPPEN?

- connecting cause and effect- proving that impacts are a result of this campaign and not a bunch of other factors
- Apps might not reach the people we need to reach
- 'Here's an app that will help you stop using your car'- is not equitab
- Convert peoples' concerns into taking them along the
- climate impact activity journey
- Repetitive visibility- cash register at the dairy?

LOWER HUTT COMMUNITY CLIMATE CHANGE RESPONSE

MINI CO-LAB: REDUCED CAR USE

TEAM IDEA - THREE

30 MINUTES

NAME IT:

ENCOURAGE ACTIVE MODES

Grab our attention and tell us what your idea is

DESCRIBE IT:

What does it do and how will it encourage our communities and residents to reduce their car use?

AT A GLANCE:

WHO IS IT FOR?

- Rangatahi
- Schools
- Parents
- Other members of community that want to be 'helpful' (Under used resource)

WHAT'S EXCITING?

- Building community trust and connection
- Maybe not just home to school and back
- Empowerment

GET TANGIBLE:

HOW WOULD IT WORK?

- School model is already there
- Can we start with 'walking buses'
- Can we use an existing app system there is more formalised
- How can we create stronger community connections
- Need to build trust between parents and community
-
- Mobilise members of the community that want to get involved
- Sponsor a class for more active modes - walking and cycling
- E-bike kit to convert existing bikes
- Access to bikes/ libraries
- Pedal Ready / Move in March
-

WHO IS INVOLVED? HOW?

- Rangatahi
- Schools
- Parents
- Other members of community that want to be 'helpful' (Under used resource
- Children encouraging parents out of cars
- Streets/ neighbourhood approach
- Informal parents taking initiative (parents involved in walking)

WHAT DOES SUCCESS LOOK LIKE?

- Improving wellbeing
- Takes a village to raise a child
- Safe system through effective vetting

WHAT IS NEEDED TO MAKE IT HAPPEN?

- Find out from MoE
- Find a school and connect community org

BARRIERS TO OVERCOME

- Rental schemes has challenges to 'look after things' and be responsible
- E-bike users are new bike users so still establishing skills
- Inadequate road markings on shared spaces (for cars/bikes/walkers)
- Affordability
- Addressing safety challenges
- how many parents trust their neighbours

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

TEAM CAPTURE

NEXT STEPS AND ACTIONS

Climate Change Lead Group to progress 30th Nov 21

1. Bruce and Ginny to use the information gathered to put a plan together
2. Reconvene group to discuss community actions

Workshop capture will be circulated to participants and those that were invited to attend before **1 December 2021.**

Progress steps will be followed up with HCC, the **Community Climate Change Response Lead Group on 30 November** and agencies/organises who have indicated they could take a lead role.

POST WORKSHOP REFLECTIONS

Bruce Anderson - Personal capture and reflections post Mini CoLab: Reducing car use

Background: I was the proponent of this topic, supported by Ginny, because we need to work not only on making alternatives to car travel more attractive, but also directly on changing people's deep-seated relationships with their personal cars.

The CoLab was to be confined to two aspects, and these were more or less adhered to:

1. Increasing awareness of the footprint of people's car travel, supported by options for reducing this footprint, in particular reducing single person, single purpose, and short journeys; and
2. Existing alternatives that are well within people's own agency (ie mainly active modes).

What follows is not an objective summary of the key things raised in the Colab, but my take on what came out of it related to my the topic. For example, matters relating to public transport are left out.

Personal barriers: There was a good conversation enriching our understanding of the various possible barriers to people's reducing their car use, without really extending it into new areas.
Barriers might include any or all of: personal autonomy; reliability; travel time; road safety; Covid safety; convenience; social status and recognition; perceived affordability; genuine lack of alternatives; and physical ability and confidence in adopting more active modes.

Possible areas for early community action: The main options to come out of this discussion, in order of ranking, were:

1. 1.Making the costs of cars more visible;
2. (2=) Getting people and businesses organised to ride share/car pool;
3. (2=) Community led encouragement of more active modes; and
4. Supporting businesses to reduce travel distances for work, through more working from home, and local shared workspaces.

Proposals: These are summarised from an "out of the box" exercise, asking us each to pitch a proposal:

- ***Community education*** on costs and viable alternatives, with three possible thrusts:
    a. *A general advertising campaign* using the lessons from Covid and/or Quit Strong;
    b. Static or electronic billboards or notices at major routes or key destination, advertising specific matters such as dollar and carbon costs of car travel ("It Cost You How Much?"), and numbers of vehicles using the route (suggested tagline from Chris, "You are not IN a traffic jam, you ARE the traffic jam).
    c. *A local community initiative*, using a smaller scope and smaller groups for higher impact, and creation of a (local) crowd.
- ***Personalised information provision*** based on existing or new apps or information. These might include any of time or distance travelled, immediate, climate or full costs of travel, performance against a kilometre or carbon budget set either individually or through a civic challenge, and comparison of costs or carbon budgets with other modes.
- ***Strengthened ride sharing options*** possibly including (carless days supported by) integrated booking systems for ridesharing, and improved carpooling systems for major destinations or events (hopefully supported by preferential parking).
- ***Greater support for active modes***. The only suggestions in this session were a walking Fitbit which might compare to car travel, and more integrated booking systems for ALL modes. Earlier discussion included ways of encouraging more biking and eg walking buses to schools.

WORKSHOP CAPTURE

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB
INNOVATIVE WAYFINDING

TUESDAY 23RD NOVEMBER
9.00AM -12.30PM

LEAD: Lower Hutt Climate Change Lead Group

CO-LAB MATERIAL
Documents and workshop material are available in this folder link:
https://drive.google.com/drive/folders/1E6kmBtOQPjNKlqZ5mHOKf0ajIt-SzlDq?usp=sharing

WORKSHOP RECORDING
This session was recorded.
You can access the video in the google folder.
https://drive.google.com/file/d/1kvpZUWN_Ngw4UOYfZLgC_PhZ8LnrC32I/view?usp=sharing

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PRESENTATION

Kylie Hathaway, Programme Director
Lower Hutt Community Climate Change Response

Collective Vision

We will **develop community-led initiatives** to drive long term and sustainable **community change** for our future generations.

In **partnership with Mana whenua**, the processes we will run are **inclusive of all people** and families, businesses and industry, and community sector interests.

Our work and engagement **tells a compelling story** that is **underpinned by te ao Māori principles** - protecting our people, natural world and practices.

Positive, clear and simple methods will **increase awareness and empower action** on mitigation and adaptation initiatives. *Resulting in a common purpose and vision for Lower Hutt Community Climate Action and Carbon Zero 2050.*

Doing the mahi: A series of hui on critical topics

A Community Focus: Relevant to Emissions and Resilience

We have a broad framework that allows us to act holistically

All areas are interrelated and rely on each other and broader work programmes for impact

We have a large amount of community data to provide insight into the issues and priorities.

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

Mini Co-Lab: Innovative Wayfinding
Exercise One

Challenge Statements

How might we engage the community in innovative approaches to 'Wayfinding', making more visible our need to change how we move around?

How might we create a greater appreciation of (or connection to) nature while also celebrating local community and neighbourhood culture?

How might we improve the experience of walking, biking and taking public transport with easier and more exciting wayfinding systems or place making techniques!?

What we heard from the community

Education

- Information about climate change is often hard to understand and action because it is not easy to understand or fails to provide clear direction. The current narrative around climate change does not draw on Māori culture and knowledge through pūrakau but instead relies on mainstream science and Pākehā perspective.

Short-term thinking

- City layout has not prioritised environmental impacts nor understood the considerable social benefits of protection, care and connection with the natural world.

City Design

- The city layout and transport infrastructure support private vehicle use as the most convenient (and sometimes most affordable) way of moving around the city, making driving attractive and other transport options less appealing.

Safety

- Cycling and walking around the city is seen as unsafe resulting in lower number of people walking, cyclists and significantly fewer children biking/walking to school

Connected + Accessible

- Connected and accessible: Pathway and cycling infrastructure does not meet community needs (eg. is not a fully connected network linking to key parts of the city), resulting in low numbers of people biking and walking around the city. Biking, walking and scootering is seen as less convenient than using private vehicles.

Community hubs

- The considerable strength of community-based action and bottom-up initiatives is not being led, supported or leveraged to drive the impact they are capable of. Schools and businesses are not well enough utilised as drivers of community change.

Environmental commodification:

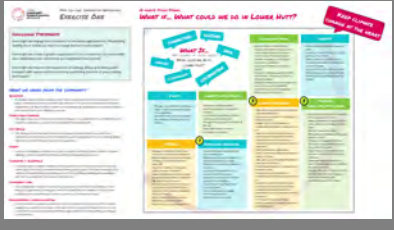
- The environment has been turned into a commodity which has a domino effect on how people value, perceive and relate to the land. Urban developments have driven a loss of connection to our natural world and limited appreciation of our dependency and impact on the whenua.

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: INNOVATIVE WAYFINDING

EXERCISE ONE

WHAT IF...
WHAT COULD WE DO IN LOWER HUTT?



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Exercise One

5 minute Sticky Storm...

What is Wayfinding?

Discovery/Story

- Signage at destination that shows true cost of how to get somewhere
- Map laneways and increase visibility of those on council website and other info
- improved visibility of active and public transport networks
- integrate getting around into urban design generally, fewer straight lines
- Signage on stopbank and cyclebeltway of where to exit to go to places you might want to go eg Zany Zeus, Pak N save, Countdown, library, Dowse etc
- Connect with network of women planners e.g. Huliane Genter
- Businesses to act as ambassadors

Educative

- Finding your way using landmarks and touchstones
- Find a way of living that will serve a regenerative future
- Natural leaders emerging
- Mental openness and preparedness
- How we think about getting about the city
- Great communication
- Stick with nature systems at all times

Safety

- Signage providing the safer routes to locations of interest (i.e. go this way for the beltway cycleway vs continuing down High Street
- It can make people comfortable about a place

Planning

- Having a good map before setting off
- Everyone clear on their role
- Time estimates using different modes of transport
- Finding best, quickest, nicest, most convenient way to get somewhere
- Understanding how fast it is to get to public transport options
- The 15 minute city concept

Direction + Navigation

- How we think about getting about the city
- Having clear and consistent signage at junctions to help you find your way along your journey easily, and also being able to orient yourself in place at that junction - e.g. tell you about nearby amenities that as a visitor you may not know about
- Understanding the terrain and understanding where you're going
- Intuitive placement of signage using images or language that makes it easy to get around
- Accessible signage
- Being able to see clearly
- Knowing where you are going
- Like google maps but includes cycle-paths
- Defined area
- Connections that enable walking and active transport
- Making it clear where things are and how to get there
- Where to find bathrooms

10 minute Sticky Storm... **What if...**

What could we do in Lower Hutt?

Equity

- FB page- 'our adventures with spina bifida' - build accessibility insights into wayfinding
- Include the fact that many people are disabled or elderly and can't bike etc.

Connect with Nature

Keep climate change at the heart

- Geo-cache, nature journeys
- mix in linger nodes or spaces for relaxing
- Community storytelling to nature, could be used on the river
- Bring green spaces into the heart of the city
- Plant bee flowers on berms
- Accessible bush tracks

VISIBLE

- Signage at destination that shows true cost of how to get somewhere
- Map laneways and increase visibility of those on council website and other info
- improved visibility of active and public transport networks
- integrate getting around into urban design generally, fewer straight lines
- Signage on stopbank and cyclebeltway of where to exit to go to places you might want to go eg Zany Zeus, Pak N save, Countdown, library, Dowse etc
- Connect with network of women planners e.g. Huliane Genter
- Businesses to act as ambassadors

Experience Enhancer

1

- Murals indicating walking school bus meeting point
- Making way finding an experience for people walking or cycling
- Benches to sit and chat, seating at bus stops
- Could be stuff painted on the streets, rather than signs
- QR codes on the ground to help people connect digitally
- Creative use of lighting design
- Treasure maps
- Use creative ways to engage families and whanau
- Where local art is located

10 minute Sticky Storm... What if...

What could we do in Lower Hutt?

Community Story

- Sense of place for all residents
- Stories of the kinds of trips we can make active instead of using cars
- How do we communicate about climate emergency? on the signs?
- Share our local history
- QR codes for Manu and our local history
- Strava art challenges posted on HCC social media. There was one done during lockdown
- Signage at destination that shows true cost of how to get somewhere
- Combine local art into wayfinding
- Where local art is located

Safety

- Have a feeling of safety for day and night
- Looking at areas not safe for people, pockets of river trail
- Reduce vehicle speed limits, and increase expectation of sharing the road with cycling
- Every school community has a safe interesting route to school off-road
- Wheelchair accessibility across Ava bridge

2 Connect/Integrate

- Bike racks at any neighbourhood/local suburban destination
- Interesting connectors to beltway and Riverlink routes
- Nudge connectivity between te Awakairangi and places people want to go
- Improved connections (both access and visual connections) from active and public transport networks to destinations such as suburban centres and parks
- More bike racks at high school
- Great connections between active and public transport

- Bike racks at any neighbourhood/local suburban destination
- Interesting connectors to beltway and Riverlink routes
- Nudge connectivity between te Awakairangi and places people want to go
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- More bike racks at high school
- Great connections between active and public transport

Motivate: walk and cycle more 3

- Provide better mobility for everyone
- Encourage people to use beltway/Riverlink cycleways - e-bike users don't mind travelling further if safer
- Bike lane down Rātā street
- Bike paths and walkways have equal status to roads
- Whānau on instagram that has someone using a wheelchair and documents their walks
- Dogs off lead on trails and spaces that are clearly marked as shared pathways
- Collective messaging about the power of exchanging use of vehicles for active transport
- Signage with time estimates by foot and bike like bush track signage
- Park and ride ideas, park somewhere away from shops

LOWER HUTT
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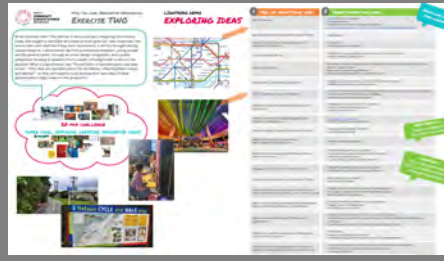
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: INNOVATIVE WAYFINDING

EXERCISE TWO

EXPLORING IDEAS



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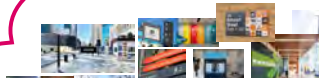
Exercise TWO

LIGHTNING DEMO

EXPLORING IDEAS

Re decolonised cities "This seminar is about a project, Imagining Decolonised Cities, that sought to stimulate discussion around what our cities could look, feel, sound, taste and smell like if they were decolonised. It did this through eliciting utopian ideas for a decolonised city from professional designers, young people and the general public, through an urban design competition and a public symposium drawing in speakers from a wealth of backgrounds to discuss the question 'What is a decolonised city?' The definition of decolonisation was kept broad – "Cities that are equitable places for all whānau, reflecting Māori values and identity" – so that participants could develop their own ideas of what decolonisation might mean in their proposals"



20 MIN CHALLENGE

SUPER COOL, INSPIRING, CREATIVE, INNOVATIVE IDEAS!

LIGHTNING DEMO
EXPLORING IDEAS

1 TELL US ABOUT YOUR IDEA	2 THREE THINGS YOU LIKE...
Walk the Tube map	• Avoid traffic when stuck on bus • Gets people moving • People don't realise how close things are - education • https://www.theverge.com/2015/11/11/9712376/london-walk-tube-underground-map
Lights above the street showing where the nearest PT stop is	• Visible and fun
Having art signs or sculptures showing routes to PT or local attractions- fun for kids	• Accessible art • Can be a game to play with kids
Fun and interactive traffic lights	• Traffic lights - having something more interactive e.g. Picture of traffic light showing something, playing music
Social community hubs	• Hubs where we educate and include social enterprise and communicate to people the actions they can take - Predator Free NZ • People know they are making a difference • Continual feedback to people at at a local level of success
Painted Streets - connect with innovative streets	• Painting on the ground locations of interest- different colours going to different shops depending on what the colour is
Coloured Kaynemaile (A Lower Hutt Business!)	• Connects to the ground through painted signage- can light up at night as well as works during the day. • Connects people to riverbank, cycleway and beltway • Sparks interest and curiosity and is artistic
Big Map clear and colourful showing what is going on in 5 minute radius	• Walking tours where you learn stuff - local history • Help you to navigate wherever you are • Inspires curiosity and is fun
Creative use of lighting- for safety changing the way we think about nighttime light use	• https://www.nightseeing.net/ • Safe, fun, makes the journey enjoyable
Collective messaging - exchange journey stories each week	• A way to give us a roadmap of the WHY • It is potentially measurable
Difficult to find information on walks to take children- details of where walk goes etc	• Useful for parents/planning trips
Builds local relationships and really drill down on the local element of wayfinding -	• Build relationships with local shop owners • How do we make people welcome and create community? • Makes people use locality more • Increases feelings of community and connection
Messaging on local products around carbon footprint	• Highlights the difference your decisions are making • Makes people feel good about making a contribution
Car-free areas- schools, markets - even if they aren't full time	• Massive reductions in emissions • Makes it safer for children
Community alienation & economy are not mutually exclusive- people centred planning - the slower you move the more you spen	• People are at the centre- comfort criteria and creativity at play • Encourages local places to thrive and be supported by signage • Rewards people for slowing down
Nelson cycle path markings- clear signage around keeping your dogs on leash /sharing path among micromobility users	• A lot more conflict reports with increase in micromobility • Supports culture of sharing the path • Panelboarding done really well
Signs that show the different types of facilities in the neighbourhood	• Impressive how many things are within a ten minute radius on bike • Shows what you can get to and increases facility use- connects and values local attractions e.g. Avalon park • Prioritises how we improve our connections to active transport modes
BoredArt.com - could incorporate more way finding signage on public facilities e.g. benches	• Urban focused • Emanates local neighbourhood identity • Offers places for people to rest but can also be a fun pathway/interactive
Start with schools and enabling people to pick up bikes and go places- City-wide wayfinding project involving school route	• City that should have great cycling infra can't because of safety issues- parking also • Safer infrastructure & roading- families more inclined to bike • Encourages modal shift

WHO'S DONE COOL STUFF ALREADY?

WHAT ABOUT...
Longer envisaging of transition town model

CHECK OUT...
Decolonising cities project- Porirua- modelling indigenous-led wayfinding projects

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: INNOVATIVE WAYFINDING

EXERCISE THREE

TEAM CHALLENGE

HOW MIGHT WE MAKE IT HAPPEN IN LOWER HUTT?

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LOWER HUTT COMMUNITY CLIMATE CHANGE RESPONSE

Mini Co-Lab: Innovative Wayfinding

Exercise Three

How might we make it happen in Lower Hutt?

We can do this!

Engage

Who is it for – and why?

- Universal design is for everyone
- Disabled people as makes the city more accessible and will give confidence that they can complete their journey safely
- Lower Hutt residents who use cars - high emitters- City Movers / Commuters
- Parents + kids + school community
- Students
- Future generations
- Employers/Businesses
- Tourists
- Older Generation - poorer eyesight and difficult mobility
- when waiting to undo years of engineering we need to understand what will help people long term
- Learn before applying

Welcome

Improve peoples experience or 'feeling' of our place?

- Get people excited and informed
- Safer Journeys providing more confidence
- Sense of belonging. Trust in services being safe- e.g. buses being safe for kids
- Learn about place and love it more
- Make journeys of choice
- Learn about our biodiversity and connect with the environment
- Improve social connection - you meet people when you are not in a car
- Contributing to a pleasant day e.g. a beautiful walk to work, to the train station
- Public transport as a good alternative on bad/cold days
- Normalising through advertising and increasing visibility e.g. bikes on the train
- Multi-modal journeys being an option

Motivate

What are we wanting them to do – or do differently?

Change Travel Modes

- Develop new habits
- Get out of cars
- Walk and shift modes
- Rest when they can - promote different modes by being accessible
- Connect easily to transport hubs
- GW cycle-maps project was very 'single mode' - the more we work with Metlink the more we realise the importance of connecting to PT
- Comparable experience even when the weather is bad
- A feeling of reliability of the multi modal journey to get you commuting on time
- Active/integrated journeys being accessible, efficient and safe- throguh other facilities e.g. showers at train stations
- Nudge connectivity between te Awakairangi and places people want to go
- More bike racks at high school and at any neighbourhood/local suburban destination
- Interesting connectors to beltway and Riverlink routes
- Improved connections (both access and visual connections) from active and public transport networks to destinations such as suburban centres and parks

Belong

- Celebrate our region
- Grow experience and kaitiakitanga of locality
- Feel inspired by what surrounds them
- Engage, connect and appreciate their environment and neighbourhood more

Explore/Discover

- Get out of cars
- Walk and shift modes
- 'Learn how to ride'
- Learn about the history of our place
- Take interesting journeys

Wellbeing

- Improve health
- Create a sense of wellbeing
- Show the benefits for those that can do it
- Have choice

Direct

What information is needed or communicated?

Travel

- Distances
- Times for different modes
- Emission savings
- Saved time
- Public transport stops
- Making ease and efficiency visible
- Physical maps of cycle and pathways
- What you can do when walking and biking

Convenience / Safety

- Nearest rest stops / facilities
- Weather predictors
- Facilities at destinations
- Safe routes for families
- Assurance of convenient and safe trips
- 1% - ride anywhere
- 10% - safer paths (but off road)
- 50% - would like to but worried about safety

History and nature

- Features, whenua and awa
- Trails - what can you find
- Places of interest
- Stories of place
- Mana whenua knowledge of place
- Parks and family activities
- Knowledge of local routes and options

Trade Offs

- Carrots and sticks- e.g. making parking expensive but mindful of equity
- Integration /connectivity being less expensive than car costs
- Digital could isolate
- Cycling can be scary

Attract

What's exciting? What would get their attention?

- People DO want to make the change
- opportunity to create beautiful routes that are creative
- opportunity to create new local experiences that are exciting and creative
- Painted bus stops
- Painted pathways
- Exciting design
- School and art contributions
- Competition
- Lightbox maps
- Maps where people can access them
- Kaynemaile and lighting
- Opportunity for turning dull plans from the city into vibrant ones
- Heat mapping by suburb (who is getting out and about) - locations of interest

Influence

Information

Design it!

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: INNOVATIVE WAYFINDING

EXERCISE FOUR

GRIPPING UP AN OPPORTUNITY

WORKSHOP DIGITAL WHITEBOARDS
Access to all workshop/co-lab Miro boards can be accessed on the follow link *until 30 March 2022*
MIRO BOARD LINK:https://miro.com/app/board/o9J_ljkgGuU=/?invite_link_id=787951954537

LOWER HUTT COMMUNITY CLIMATE CHANGE RESPONSE

Mini Co-Lab: Innovative Wayfinding

Exercise FOUR

Gripping up an opportunity

Future Principles

- Inclusive
- Educative
- Destination clear
- Connective
- Experiential
- Connection to whenua and awa
- Communal

Themes emerging from co-lab

Key Outcomes

- Get people out of their cars
- Reduce emissions
- Making alternative transport options clear
- Making it easier for people to change ways of travelling
- Falling in love with where you are
- Connection to nature and neighbourhood
- Creating community
- Engaging people where they are
- Increase interest and knowledge of local areas
- Creative neighbourhood expression
- Environmental regeneration
- Opportunity for turning dull plans from the city into vibrant ones

Areas of Priority

- Experience Enhancer - celebrate and profile Lower Hutt
- Motivation to walk and cycle more
- Safer environment
- Support community and improve connection
- Discovery of place
- Form new habits. Normalisation of using active transport and public transport in Lower Hutt - place specific to suburbs
- Focus area: 'Green Triangle'

Getting a team started

What TEAM is needed

- On the ground community leaders
- Mobility access expert
- Graphic designers
- Playcentres and kindys
- Hutt Valley Chamber of Commerce, other business representatives

Who might FUND?

- Innovating streets funding
- Metlink Public Transport
- Connects into ITS

Who could we INVOLVE?

- Representatives from different user groups
- EnviroSchools supporting curriculum-based learning opportunities
- Wesley Community Action (Naenae)
- Someone from the Helen Clark Foundation
- Mana community clubhouse
- Waterloo School for Cycle school pilot (EnviroSchools)
- Connecting different fields of work-educators
- Healthy Families
- Transport Journey planners need to be involved

In six months we could...

Workshop actions and next steps

1. **Build a working team and develop a plan for action:** Build relationships with stakeholders. Identify who we need to engage with to make changes equitable
2. **Map locations where wayfinding would thrive:** Map existing (and planned) networks. Understand priority points (HCC data). Do a gap analysis
3. **Gather data:** Journeys for all modes. Emissions savings. Bike rack census
4. **Pilot projects with existing trails:** Connect every school within 500m of beltway or riverbank with painted connection

In 12 months we could...

1. Run a pilot programme in each suburb
2. Up to 3 schools have developed an active transport project that has a measurable (30%? 50%?) reduction in peak school car activity
3. Maybe one school that can do a car free day or one weekend where we have no cars at the market and have buses
4. A pilot shared e-car initiative in the eastern suburb
5. Lower speeds around the city
6. Bike lane from the top of Rātā st to the beltway
7. Maps of amenities along routes
8. Maps of bush tracks
9. Cr Brady's painted pathways
10. Online storytelling by participants
11. Film made by youth that's widely shared
12. Some collaboration in place eg MoT
13. Signage along existing cycleways
14. Fun coloured lights in Naenae subway
15. Celebrate and showcase of what we have done

Workshop capture will be circulated to participants and those that were invited to attend **before 1 December 2021.**

Progress steps will be followed up with HCC, the Community Climate Change Response Lead Group on 30 November and agencies/organises who have indicated they could take a lead role.

WORKSHOP CAPTURE

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

Mini co-lab

Public Transport On Demand trial

Wednesday 17th November
1.30pm – 4.00pm

LEAD: Jon Kingsbury, Hutt City Council

CO-LAB MATERIAL
Documents, Zoom recording and workshop material are available in this folder link:https://drive.google.com/drive/folders/1INBbxzm9yoPe5TW-T4yvblZvOeTdh257

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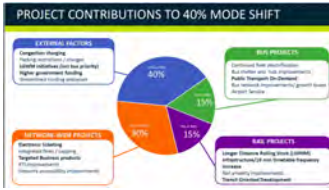
PRESENTATION

TIM SHACKLETON
METLINK - GWRC

1



2

QUESTIONS / OBSERVATIONS

- A common finding in the literature modelling ODPT is that the efficiency increases exponentially and the travel time logarithmically (Archetti, Speranza, and Weyland 2015:12), meaning only with high demand does it become the best option. Given the rollout is happening in black spot suburbs where not as many people live and for short distances, what does that trade-off mean?
- Appreciate inclusion and accessibility focus that PTOD could provide
- Aim is not to compete with modes
- Prioritisation framework - active modes over PTOD/public
- General practices could be a good place to profile this as a pilot for different GPs to trial
- Existing relationships with disability advocacy networks through covid that could be used
- The App designers for Hitch carpooling app have updated it to include functionality for recurring bookings as they were told by the pilot group that this made it much easier.
- Booking system will operate like an Uber but focus will be on service quality and convenience
- Need to find areas of the city where you have high numbers of demographics that need it e.g. school kids and elderly- not most financially effective but is more equitable
- Bad weather has a significant impact which is difficult to change from a behavioural perspective
- What about autonomous transport systems like self-driving cars?

LOWER HUTT
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RESPONSE

Mini Co-Lab: PT On demand

Exercise One

Challenge Statement

How might we design, promote and measure a ***Public Transport on Demand Trial*** for specific Lower Hutt areas, making it easier for people to use public transport to get to work and thereby lessen their reliance on personal cars.

What we heard

Convenience + Accessibility

- There are not enough public transport routes within LH and they are not run frequently or reliably enough to suit different types of demand. As a result people use their cars more. Private vehicle use is the only viable option for some people (eg. who live far from where they work, are unable to work from home, work out of standard hours and have limited public transport options), resulting in higher levels of driving due to lack of alternatives.

Integration

- There is a lack of integration between different types of public transport (eg. no integrated ticketing on buses and trains) and also between different transport modes (eg. ability to put bikes on buses), contributing to fewer people using multiple types of transport.

Desire for change

Western Hills (Korokoro and Kelson)

- Better and cheaper evening/weekend public transport
- Use little buses in Korokoro (shuttles)
- Increase transport connectivity between Kelson and Wellington City as this would incentivise modal shift
- It's currently difficult to live in the Hutt without a car.

Stokes valley

- We need reliable and accessible public transport in order to encourage a modal shift

Wainuiomata

- Private transport reduction would have the most significant and immediate effect. We need to minimise car use. Public transport needs to be more reliable.

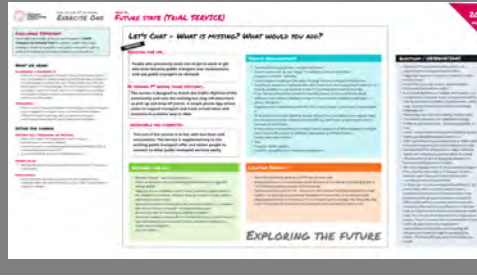
LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

Mini co-lab: Public Transport on Demand Trial

Exercise ONE

What's Missing? What do we need to add?

Future state – Trial Service



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Exercise One

Future State (Trial Service)

Let's Chat – What is missing? What would you add?

PROPOSED

Reducing car use...

People who previously used cars to get to work or get into town because public transport was inconvenient, now use public transport on demand.

By making PT easier, more efficient...

The service is designed to match the traffic rhythms of the community and uses the existing bus stop infrastructure as pick up and drop off points. A simple phone App allows users to request transport and track arrival times and locations in a similar way to Uber.

Affordable and connected.

The cost of the service is in line with bus fares and concessions. The service is supplementary to the existing public transport offer and allows people to connect to other public transport services easily.

Designed for all

- Whānau friendly - easy to get prams on
- Focus on inclusion and accessibility (physical/sensory or age and driving ability)
- Happy to see accessibility is top of mind, could be a major boon to the disabled community. However many are lower-income; need to keep ticket costs in mind
- Accessible service for those who may not have the tech, I.e. someone who doesn't have a computer, smartphone/use apps.
- Would it be able to have seating suitable for babies?
- Could you request a pick up from a 'virtual bus stop' i.e your house as you mentioned if you had small children and were travelling as a single parent/caregiver?
- Easy for cyclists

Service Requirements

- Seamless and easy journey's and journey choice
- Can the system set up new "stops" if needed in some communities?
- frequency, comfort, reliability
- Covers people travelling in the early mornings and late evenings (shift workers)
- Good surge capacity so someone who didn't have a car and usually biked could rely on it being available in poor weather to take PT on demand instead for that day.
- PT on demand should be included in monthly passes, for those that have them
- Ability to order without needing the App (for those who are digitally challenged) - a phone call option?
- Integrates and complements well with the 'normal' service, rather than competes with it.
- PT on demand v smaller shuttles. At peak times it may be viable to have regular small shuttle services to train stations and the CBD (e.g. half hourly at peak times) and on demand at other times.
- Is the scheme circumscribed by timing? Does it operate late? What happens if multiple users require the service for different destinations at different times?
- Service level within 10min
- Safe
- Focus on service quality.
- How this strengthen our community connections

Location Specific

- Days Bay has limited parking so ODPT would serve well
- Eastbourne has a corridor (simple route) and even a circulating bus would give about 10-15 minutes latency because of the distance.
- Eastbourne has a case for this - we have ferries running from Days Bay (and the new electric one starting soon) however those who live more than a few minutes walk away generally drive to the ferry as PT is unreliable (and reducing). Also those who live north of Days Bay don't see merit in travelling south and tend to drive to city.

Exercise One

Future State (Trial Service)

Let's Chat – What is missing? What would you add?

Questions / Observations

- Short hop PT would lend itself to electric as opportunity to recharge would be often
- Single trip request or could you schedule a weeks worth of trips?
- Would there be surge in poor weather/winter?
- Do the vehicles have bike racks?
- Just a small clarification - Outside train stations - on demand won't need bus stops - stop location will be fully flexible with the ability to readily create ' virtual' stops outside homes for those with accessibility challenges etc
- Partnerships are critical to making a future work.
- This needs to be part of an integrated strategy
- Profile in general practices - encourage patients to trial
- Covid - lessons when reaching into disability groups
- Finding the REASON people travel is key
- ODPT autonomous bus would also be a viable option for Eastern Bays because of the simplicity of route
- Bad weather/ time of day sees a surge in demand
- Health and wellbeing outcomes will be the result
- This will shift the dial on designing products for businesses/employees as benefits
- ERP acknowledges more PT and potentially cheaper PT is required. Both require $, however and the National Land Transport FUnd is limited (and currently grossly oversubscribed)
- To follow up on the low-demand/low-efficiency: the point is that with a partial-privatised model (socialised risk with public money bearing it and privatised profit going to companies running it), ODPT could lead to a situation where the private company either asks for subsidisation or the ticket costs are high for the low-income people who need it most. It's a service most important for marginalised people. There is a tension and a contradiction in that model, as opposed to municipalisation/ nationalisation from public works building the infrastructure down through to employing the drivers. The trade-offs only exist in the status quo model

LOWER HUTT
COMMUNITY
CLIMATE CHANGE
RESPONSE

MINI CO-LAB: PUBLIC TRANSPORT ON DEMAND TRIAL

EXERCISE TWO

WHAT DO WE THINK?

UNDERSTANDING ASSUMPTIONS, INFORMATION AND COLLECTIVE ACTION

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DESIRABLE: THE COMMUNITY WANT IT

WHAT ARE WE ASSUMING?	WHAT INFORMATION DO WE NEED?

1 IT WILL TAKE ME WHERE I WANT TO GO

More info needed

- Pick up / drop off will be within walking distance from home
- It connects to other transport
- It will be easy to find the pick up location
- The service will go into the far ends of our rural valley
- Will support car-free living
- Only available within a certain geofence / area
- You get picked up, and can go to the nearest pt hub. Its not a dedicated point to point service like a taxi

- Whether PTOD will take you where you want to go specifically or within a catchment area
- Describe who, how and when (target)
- What is the impact of the 'end-to-end' journey?
- Safety as a multilayered experience- at multiple parts of the journey- are people prepared to change their habits for part of the journey if people aren't happy with the journey as a whole?
- Can we put stops outside various homes beyond our accessibility customers?
- We will have virtual stops that can be established instantly
- LH CoC/ Community Boards could explore travel patterns

2 IT WILL BE RESPONSIVE TO ALL COMMUNITY NEEDS

More info needed

- It will be covid-safe at peak times
- Wahine, Whānau and LGBQTI+ will feel safe to use it
- It will not be available 24/7 but at peak times
- It will be able to carry my bags (ie shopping, suitcase) within reason
- It could be responsive to people's needs (disability, travelling with children)
- Could be used by a large whānau with reasonable fee

- Spinoff services- On demand family services? Not part of initial trial currently. What else is needed by families? Also capacity for carseats, child infrastructure
- Explore bike racks as add-on
- How would someone register as having accessibility needs? And could they specify what need they have to be supported by a driver??

3 I WILL FEEL SAFE AND COMFORTABLE

GWRC has this info

- It will be covid-safe at peak times
- Wahine, Whānau and LGBQTI+ will feel safe to use it
- It will be comfortable - not standing space or crowded
- The driver will be flexible and treat me well.
- It will give older people time to get in to the vehicle without having to rush
- Gold card users welcome

- There is existing research that proves this is a critical factor
- Safety, comfort, needs etc. are only as good as the "weakest" link in a multimode journey
- a 'guaranteed seat'

4 IT WILL TRAVEL AT TIMES THAT SUIT CUSTOMERS

More info needed

- It will arrive within the scheduled time to get me to where I need to go without feeling stressed.
- It will be available at short notice to be useful to some drivers (which means it looks more like a taxi service)
- It will be used outside of existing PT hours
- It will be oversubscribed sometimes

- Customer research team that has identified who will use the service and when. Tawa chamber of commerce helpful channel of information here
- WCC will be providing a lot of information, including on the ground data collected from communities. Qual and quant data coming through.
- Hybrid model - shared ownership/operation between community and local/regional govt?

USABLE: IT WILL BE EASY TO USE

WHAT ARE WE ASSUMING?	WHAT INFORMATION DO WE NEED?

5 TECH WILL ENABLE NOT RESTRICT

More info needed

- Will work through an app as well
- I will be notified on arrival (not standing at street in rain for minutes)
- Services can be booked from a phone app

- Will be able to introduce once the pilot is scaled up, but still need to understand community phone use capacity

6 BOOKING SYSTEM

More info needed

- book according to departure of connecting service, not time (ie want to catch the afternoon Masterton train)
- I will be able to schedule according to arrival time (ie as for booking airport shuttle) - don't have to estimate time of travel
- Assume - the airport shuttle bus service is a precursor/model
- book next ride on arrival
- I will be notified on arrival (not standing at street in rain for minutes)
- If someone does not have a monthly pass, it should be charged by journey, so that if you a pt demand trip and then a bus trip, you will only pay for one journey (eg one two hour journey, regardless of mode changes)

FEASIBLE: IT CAN BE DONE

WHAT ARE WE ASSUMING?	WHAT INFORMATION DO WE NEED?

7 ELECTRIC VEHICLES

GWRC has this info

- electric vehicles so that it takes into account carbon reduction targets
- Electric vehicles of this size and make can be expensive - but are getting cheaper
- EV charging infrastructure will be in play

- Currently aligned with electric vehicle mandates
- 12-18 month (3 months testing)

8 TRIAL WILL BE A PROPER TEST

More info needed

- The trial runs for long enough that people get familiar with it.
- Drivers are available
- Reflecting on the Knights Rd cycleway experience, it would be important for the trial to be flexible and to adjust to the early experiences of users and drivers
- I am assuming the way the community can help around this is to ensure we vote for what we want/need; and submit to various agencies :)

- Can we 'play' with this in smaller local areas within LH? (6 months minimum)
- Ticketing/payment will be integrated with ticketing/payment of the wider PT system

VIABLE: IT'S WORTH DOING

WHAT ARE WE ASSUMING?	WHAT INFORMATION DO WE NEED?

9 DOES NOT DISRUPT EXISTING SERVICES

More info needed

- Supports existing services
- Supports existing workplans
- Will work with integrated ticketing

- Currently aligned with electric vehicle mandates
- 12-18 month (3 months testing)

10 FUNDING CAN BE SECURED

GWRC has this info

- This will be offset against the REAL cost of PT
- We can save money in different areas
- We can look at whether alternative funding/structural models better support community control, meeting climate targets, accountability, equity etc

- On demand is a relatively expensive undertaking and Waka Kotahi (NZTA) - doesn't currently subsidise this form of PT. Hence GW are carrying the full cost of the trial. For this reason we've had to try very hard to keep costs down. We are lobbying the government actively and they are open to open this up for funding
- need to be conscious of the possible pushback from some parts in the community, because on a per passenger basis, the service will be expensive, and ultimately it will need to be subsidised through rates

11 IT WILL TRAVEL TA

GWRC has this info

- It will be covid-safe at peak times
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- Explore bike racks as add-on

LOWER HUTT
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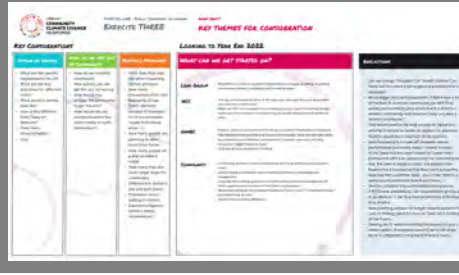
RESPONSE

MINI CO-LAB: PUBLIC TRANSPORT ON DEMAND TRIAL

EXERCISE THREE

WHAT NEXT?

KEY THEMES FOR CONSIDERATION



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Exercise three

KEY THEMES FOR CONSIDERATION

Key Considerations

Design of service

- What are the specific requirements for LH?
- What are the key outcomes for different users?
- What would a service look like?
- How is this different from Tawa on demand?
- How many times/schedule?
- Cost

How do we get out to Community

- How do we involved community
- How quickly can we get this out for testing
- How would you engage the community to get this info?
- How would we use communications like social media to build momentum?

Possible Measures

- What does that look like when impacting carbon emission
- How many conversions from cars
- Regularity of use
- Traffic demand number of travellers in LH on commuter routes from those areas
- How many people are planning to work more from home
- How many people on a trial to make it viable
- How many trips are multi-single stops for commuters
- Difference in demand pre and post Covid
- Promotion score (talking to others)
- Experience (against barriers safety, convenience)
-

Exercise three

Key themes for consideration

Looking to Year End 2022

What can we get started on?

Lead Group

- Would find it useful to establish helpful times to engage- building on existing momentum without competing with parallel projects

HCC

- Pick up conversation nd drive in the new year- what are the next steps when we revisit this in February?
- What can HCC do to support you in making sure you get this funding? Budget reallocated from projects that haven't gone ahead, will go toward additional trial

GWRC

- Phase 2: what do we do next if the trial is successful? Prioritisation framework that addresses key benefits and various communities. How can we meet these key benefits across different communities? 6 months estimate, currently looking for biggest bang for buck
- Shift needs to be attached to funding

Community

- Community members start conversations with local politicians around pilot trials?
- avoid making assumptions about existing community knowledge and engagement
- Leverage the existing operations of community boards and springboard off them- opportunities to partner from these organisations
- Would submitting to the Emissions Reduction Plan to say PT on demand should be funded help as well?
- Explore how we lobby effectively

Exercise three

KEY THEMES FOR CONSIDERATION

Next Steps + Actions

1. HCC to progress conversation with Metlink in early 2022

2. Lead Group to work closely with HCC to enable community conversations ahead of potential pilot

Reflections

- Can we change "hospitals" to "health facilities" as there are lots more trips to general practice than to hospitals?
- Much bigger area and population. If there was a trial in the Hutt in a certain community, go with that- would you be able to play around with a pilot in a smaller community and observe it play out over a shorter time frame?
- Trial would need to be long enough to figure out whether it would be viable to replace car journeys. 6 months would be a minimum in my opinion.
- Stop frequency is a trade-off between service performance (too many stops = slower service)
- Is the Tawa trial the right model for Lower Hutt?
- Eastbourne offers an opportunity for something like this. We have a single corridor- a transport hub. People find it frustrating that they can't access the days bay ferry via other bays - plus I hear there's a pretty good community board out there ;-)
- Need to consider the unintended consequences
- if PTOD was available a 2 car household might be able to go down to 1 car- but lived experience of transport is so diverse
- New planning policies no longer require carparks for cars so finding space for any car could be a challenge in the future...
- Owning an EV wont be shifting behaviour, its just a better option. If everyone used EV we'd still all be stuck in congested, non-people friendly roads.

WORKSHOP CAPTURE

LOWER HUTT
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CLIMATE CHANGE
RESPONSE

Proof-of-concept Hui

Quality Community Development

Tuesday 16th November

2.00pm – 4.00pm

LEAD: Ben Preston, Hutt City Council

CO-LAB MATERIAL
Documents and workshop material are available in this folder link:https://drive.google.com/drive/folders/1khJi967wkfJVvyICr_SfnFvOFi74hPzb

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STARTING THE CONVERSATION

Ben Preston, HCC

WHAT WE HAVE HEARD

JUST AN IDEA.. WHAT IF...

LOWER HUTT
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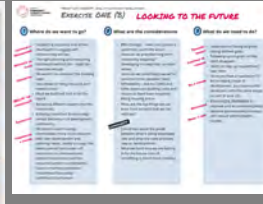
PROOF-OF-CONCEPT: QUALITY COMMUNITY DEVELOPMENT

EXERCISE ONE

WHAT DO WE THINK?

LOOKING TO THE FUTURE



WORKSHOP DIGITAL WHITEBOARDS

Access to all workshop/co-lab Miro boards can be accessed on the follow link *until 30 March 2022*

MIRO BOARD LINK:https://miro.com/app/board/o9J_ljkgGuU=/?invite_link_id=787951954537

GETTING ON THE SAME PAGE

WHAT DO YOU THINK?

#1 STICKY STORM

WHAT MOST INSPIRES YOU?

*"We've allowed the market to do what it does but it hasn't worked for everyone. The prospect to create more of a fair society requires good quality and equitable housing - **a sense of pride in where people live.**"*

CREATING THE RIGHT HOMES FOR COMMUNITIES

- High quality housing for everyone.
- Everybody loves their passive house - connection really works
- A new way of thinking - creating homes and communities
- A new development ethos - opportunity to influence to emphasise value of community
- Housing supply - better housing stock that is well connected with the community and has better use of the land - how can we connect people
- Having a sense that we are creating communities

THINKING LONG TERM

- Encourage density in the right form and the right places
- Support HCC but also thinking to the next generation
-

MAKING PROGRESS + LESS RED TAPE

- Lots of good things happening
- exciting that council is jumping into this space
- More talk and genuine interest but we can do a lot better
- Opportunities to strengthen relationships across public organisations and enterprises
- Avoiding burdensome processes
- To make life as easy as possible from the supplier side as well as on the purchasing side

QUALITY DEVELOPMENT + WELLBEING

- How we deliver wellbeing when we are all living closer together
- Housing that connects people to their environment as much as they are part of it
- People able to experience high performing buildings
- Looking at the whole solution from a question and answer perspective
- Raising the bar to home star 6
- Chance to positively influence what happens in development space
- Nightingale is an exciting opportunity/example of housing people can be proud of.

PAIN POINTS

- It is better to build better but is harder when not rewarded
- How can we make 'community' take priority over how many 'lots' we can cram in' - lots of opportunities to do that in HV
- Hard to see communities with sick children
- A lot of developers are yield and profit focused, quality and community often limited as a result
- Concerned about the divide between what is being developed now and what the state provides now as developments
- Number of dwellings versus the QUALITY OF PLACE
- Cost is a challenge - high density gets greater yield - affordability is a massive concern
- Infrastructure - another significant limitation on development in general

GETTING ON THE SAME PAGE

WHAT DO YOU THINK?

#1 STICKY STORM

WHAT IS THE POTENTIAL?

TAKING A WIDER SYSTEM APPROACH (HOLISTIC)

Incentivise

- RMA changes - need non statutory systems to reach the vision
- Used in the UK to encourage high aspiration development
- Need to have really good metrics for what is offered
- How can we 'nudge' to reward the right practices and incentivise through consenting process
- Continue to lift the bar - set out a rising schedule with the ability to step up requirements over time
- What do we need to target to encourage the right behaviours?
- Encourages others to come with you: Outcomes that encourage others (developers) to move along pathway
- Focus effort in the right places

Prioritise climate/environmental impacts

- Energy is a major part of HCC carbon footprint. How do we get out of gas?
- City wide footprint wont go down if we dont do things differently
- What is the carbon impact?

PAIN POINTS

- Often things that were promised didn't make its way into the finished article
- Affordability - what sort of language do you use? what is affordable

REDUCE BARRIERS

- Balance development contributions
- Resource consents
- Speeding up consenting process
- How can we use incentives for quant results and change the types of housing in the city (better quality)
- Listing on the LIMs
- De-risk the process
- Alternatives to 'yield' as a driver
- Showing the pathway (keep it simple)

CREATING PARTNERSHIPS

- Affordable land, partnerships with builders, subcontractors/tradies, material suppliers and construction professionals (designers and engineers). And finance partners!
- Synergy between community and developers
- Common Unity is a good example: well-connected development processes
- Nightinggale partnered with local enterprise-tightened the supply chain. Could duplicate this model
- Community organisations could work better with local suppliers without having to report every 6 months

COMMUNITY

- Group ideas and solutions
- Outcomes for the community - views taken into account
- Health and wellbeing for our people
- Kaingaora will push the design where it makes sense but its not always the best for the community
- Community level resilience- the more eyes and ears the better in terms of identifying and moving through challenges. More lived experience in the room.

DIFFERENT PERSPECTIVES

- Makes sense to listen to people who do work everyday
- Looking at things from the perspective of local suppliers
- Effective communication and more representation of different perspectives within communities
- Look from the perspective of local suppliers
- Every council has a different view but same pressures
- Similar conversations are going on with other councils

WHAT DO YOU THINK?

LOOKING TO THE FUTURE

GROUP REFLECTIONS

1 Where do we want to go?

COMMUNITY ENGAGEMENT
- Supporting a process that allows developers to engage with communities and iwi

RESOURCE IN PLACE
- The right planning and resourcing framework behind this - might be incentive enough

INNOVATION
- We want to be ahead of the building code
- Stay ahead of rising resource and material costs

REALISE THE OPPORTUNITY
- What we build will lock in for the future.
- Attracting different players into the community

INCENTIVISE
- Adapting incentives to encourage certain behaviours in development community

STREAMLINE + FASTER
- We need to start trusting communities more -so to resource their own development and planning needs, ideally in a way that takes some of the burden off institutions to command and control that process (and the resource burden that demands).
- Quick consenting processes- streamlined that avoids burdensome processes

2 What are the considerations

- RMA changes - need non statutory systems to reach the vision
- How can we prioritise long term community longevity?
- Developing in a way that can teach others
- How can we build things we will be proud of in two decades' time?
- Affordability - due to COVID and other pressures building costs and resources have been impacted. Rising housing prices
- What are the top things we can learn from projects that we can replicate?

COMMUNITY
- [illegible]erned about the divide between what is being developed now and what the state provides now as developments
- What we build now we are locking in for the future- cost of retrofitting is much more complex

3 What do we need to do?

TARGETED IMPACT	• Importance of being targeted, strong defined goals
CONTINUE TO IMPROVE	• Following up on goals so they don't disappear
	• Ability to step up requirements over time
BE A LEADER	• Once you have a reputation for encouraging a type of development, you inspire other developers with the same values to start in your city
ENCOURAGE	• Encouraging developers to improve and do something better
MAKE IT EASY	• Remove burdensome processes and reduce administration burden

LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

PROOF-OF-CONCEPT: QUALITY COMMUNITY DEVELOPMENT

EXERCISE TWO

GROUP DISCUSSION

OPPORTUNITIES + CHALLENGES

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Group Discussion

Opportunities + Challenges

#2 Starting the conversation

Creating Partnerships

- Affordable land, partnerships with builders, subcontractors/tradies, material suppliers and construction professionals (designers and engineers). And finance partners!
- Synergy between community and developers
- Common Unity is a good example: well-connected development processes
- Nightinggale partnered with local enterprise- tightened the supply chain. Could duplicate this model
- Community organisations could work better with local suppliers without having to report every 6 months

Lowlights

- Resource heavy
- could add further delays
- Engaging community is positive. How might we ensure it doesn't disrupt/ how are we compensating them for involvement?

Hmmm... Needs some more thought

- Complexity - larger eco system processes/ flooding/drought and how development can help mitigate costs of infrastructure and loss?
- Assessment to meet resourcing consent - a lot of delays are happening? Statutory process is still required
- Targetting developers in hutt? Start awareness across groups through 'leading by example'
- Bottom line - design review still sits in hands of professionals
- Agree how we can deal with 'stand-offs' at the beginning.

What about

Incentives

- Is there merit in incentivising 'mixing up units within developments? Could you have 'x' number for public housing, 'x' for community, 'x' for high income?
- What does development agreements look like? For people to make agreements (possible provision in policy)
- How do incentivise but not loose out on infrastructure costs/development?
- Are development contributions and incentives enough?
- Keep it real - what are the real impacts. Green spaces need a sense of connection. Specific focus

Process

- Some councils making developer agreements are mandated
- Improving timelines in house can be managed but community/iwi reps don't work to 'consent' timeframes. How might we improve this?
- There have been hurdles with design review panels in the past. Learn from these.
- Phased vs fast-track - would need to streamline down
- Could be lessons from HCC from Hawkes Bay on fast tracked consents
- Could be lessons from HCC from Hawkes Bay on fast tracked consents
- Where/how does the building consent fit with this process?

Community

- Really positive engagement experience/insights to design/nightmare when not wanted
- First community engagement as step not a hurdle
- What conversations should happen prior to pre-app?
- Need to get early engagement with decision makers

Group Discussion

Opportunities + Challenges

#2 Starting the conversation

BEN's summary

Next steps and actions

1. Follow up meeting set with group participants to keep momentum
   OPTION: 1st week of December

2. Synthesise ideas and contributions to provide basis for feedback at next session ***BEN***

3. Scope Proof of Concept for a 'trial' - assess what is desirable, viable and feasible to get underway

4. ***Next meeting (Pre Christmas)***
   Explore measures and tools that could be valuable as well as identifying potential challenges

Personal Refelctions Capture

General

- Does Hutt City Council have a design review hearing process at present. If it is new and additional to what is in place at present what will be done to ensure a) it does not slow down and increase costs for the development of homes. b) if the result from the hearing is contingent on the decision what will be done to ensure consistency and certainty to those developing. i.e so developers know what to expect.
- One of the key things we do need to start doing is trusting communities to chart their own course, and resourcing them to do so. We have a resource gap and labour shortage - that isn't likely to change quickly, while the numbers of Resource Consents submitted will. It'll be a squeeze regardless, but if we can work with communities to have greater input I think we can also reduce the on-going resource burden on Council by doing much of the work in design charettes.
- Agreements and ability in policy- ability for people to make policy agreements already and step outside process of development contributions
- Good to encourage good development but also good to encourage in places where we have capacity.
- Equitable resourcing and professional support- community needs to be compensated for their time. Balance in approaching opportunities
- A lot of delays are happening in this non-negotiable administrative step
- Consider how this could support future housing demands and development requirements
- Need to keep in mind how natural deterioration will play a part in affecting infrastructure
- WRGF - what is that telling us from a strategic perspective already? Are there already windows of opportunity to leverage?

Specific comments

- BEN: We need a process to start that awareness first
- BECKY: Worried about the resourcing. It has to be a quicker way through or there is no point. what is exciting is that most of the design review work still sits in the hand of professionals e.g. architects, planners, so I love this idea of involving community and mana whenua in that review process if thats the more sexy, quicker option.
- PETER: Even if we go through an initial process where we agree on development form, we still need to do an assessment that meets resource consent- can't be minimised.
- GUY: SOMETHING TO CONSIDER: Turning question back on council- trying to do fast track for building consents for sustainability measure- has there been anything through local govt on local councils trying this in the past? What worked? What didn't?
- MATT: Getting engagement as early as possible with decision makers. Don't want to go halfway down the journey then take a u turn
- GARY: This isn't a process for every development. we are talking about a small # that will go through. We shouldn't get too hung up over the time frame for every one. we can use this as a 'learn as we go'

LOWER HUTT
COMMUNITY CLIMATE CHANGE RESPONSE

Quality Community Development

Notes

Personal Refelctions Capture

Specific comments

CHRIS
- Community engagement can be a very positive experience- push through community housing developments, bring a lot of insights- it's a nightmare when people don't want you there. This is a double edged path.
- QLDC uses the Development Agreement process for their resource consents that has enabled them to get contributions for affordable homes in exchange for the faster process

WENDY
- This can be a bespoke approach
- Development contributions policy- removed incentives. Overall developers saw the need to get the infra in if feasible and able to respond to growth. 'Damned if you do, damned if you don't'.
- A few years ago our economist looked at the value added to properties that were in proximity to green spaces and/or play spaces (adult and children). 200 metres was the distance that added the most value
- I agree perhaps its looking at our governance models - looking at the local government review there's a move towards community governance models that support local community decision making and this has a lot of potential. Council began exploring this last year and work is ongoing to look at establishing this approach for Te Awa Kairangi ki Tai
- The restructure of three waters has the potential to either reduce the influence a consent process has over when and where this infrastructure is built or increase it if the type of growth aligns with central government aspirations to reduce carbon emissions etc

ELISE
- Real situations - how can council incentivise communities and councils re green spaces to utilise and connect to these spaces more?
- Is there some way you can reframe it so you arrive at that before the pre-phase?Targeting HV developers

RYAN
- Councils have dev agreements- some are making it mandatory for more than 10 lots. Powerful tool, happens t the start. Something that could easily be used
- Moe- design review panel works well when it works but you do get into weird standoffs where people don't agree. How can you get past this?

ERIN
- Watch out- natural deterioration affecting infrastructure

INGRID
- We have some great info on what the current and future housing demand is for Hutt City (Hutt City Housing Demand and Need prepared for Hutt City Council by Community Housing Solutions). It would be nice to have a complimentary study on what the residents - or would be residents - of Hutt City want (hapu, iwi, community reps)